

MARTELL'S
THREE STAR
BRANDY.
\$28 Per Case.
H. Price & Co.,
Sole Agents.
408

The China Mail

ESTABLISHED 1845.

KING EDWARD VII
SPECIAL
WHISKY
\$15.50 Per Bottle
H. Price & Co.,
Sole Agents.
409

No. 13,086

號十月正年五零百九千一英

HONGKONG, TUESDAY, JANUARY 10, 1905.

日五初月二十年辰甲

PRICE, \$8.00 Per Month.

MACEWEN, FRICKEL & CO.

FORWARDING DEPARTMENT.

REGULAR Weekly Departures for
EUROPE.
Parcels and Goods shipped to all parts
of the World.
All Expenses, including Duty and other
destination charges, may be paid by sender,
or otherwise as desired.
Goods received for Storage, Packing,
Shipment or Transhipment.
Estimates for Freight and other charges
upon receipt of Cubic Capacity, Contents,
Weight and Value.

CHINA PARCEL EXPRESS.
OFFICE—3, DUNDRELL STREET.
Hongkong, December 5, 1904. 1815

Intimations.

NOTICE.

WILLIAM GIBSON MURKBY & CO.

THE Undersigned beg to inform the
Public that Messrs H. S. ABDULLA
and S. A. MARICAN have entered into
Partnership in the above Firm, since 15th
July, 1904.

The Firm will not hold themselves
responsible for any Debts unless signed by
both parties.
H. S. ABDULLA & H. S. MARICAN,
Proprietors.
Hongkong, January 5, 1905. 54

WANCHAI STORING CO.

FROM 1st JANUARY, 1905, We have
ceased to be AGENTS for the above
Company.

SHEWAN, TOMES & CO.
Hongkong, January 5, 1905. 53

NOTICE.

THE Interest and Responsibility of the
late JAMES PARK WINGATE
(Deceased) in our Firm ceased on 31st
December, 1904.

TAIT & CO.
Amoy, January 1, 1905. 51

NOTICE.

THE IMPERIAL BANK OF CHINA.
I Have This Day RESUMED CHARGE
of the HONGKONG BRANCH.

E. W. BUTLER,
Manager.
Hongkong, January 6, 1905. 57

WANTED.

AN ASSISTANT IN WINE BUSINESS.
Experience in the Trade and Ability
to Correspond indispensable.
Apply to
'EXCELSIOR,'
Care of 'CHINA MAIL' Office.
Hongkong, January 7, 1905. 63

WANTED.

BY a YOUNG MAN, 23 years of age,
SITUATION as Clerk, Steward,
Salesman or any suitable position. With
knowledge of Book-keeping, Typewriting,
and General Office Work; also, with a
thorough knowledge of the following
Languages:—German, Swedish, Russian, and
the Northern Chinese Dialect. Eight years
experience in the East.

Apply to
'K. Y.,'
Care of 'CHINA MAIL' Office.
Hongkong, January 4, 1905. 42

DOCTOR WANTED.

FOR EMIGRANT STEAMER.
Apply to
'S. A. L. A.,'
Care of 'CHINA MAIL' Office.
Hongkong, December 31, 1904. 2338

WANTED—AT ONCE.

A FIRST-CLASS HOUSE, Good Loca-
tion. Willing to pay \$200, for
suitable place.
Apply
'E. A.,'
Care of 'CHINA MAIL' Office.
Hongkong, December 30, 1904. 1

THE POPULAR

SCOTCH

IS

BLACK & WHITE

THE KING

OF

THE PRINCE OF WALES

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THE PRINCE OF WALES

Intimations.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.
NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE.
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE ASSORTMENT OF SPECTACLES.
PINCE-NEZ AND EYE PRESERVES.
FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.
EASTMAN'S KODAKS AND FILMS.
64, QUEEN'S ROAD.

M. MUMEYA,
JAPANESE ARTIST AND PHOTOGRAPHER.
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED BY GRAYON.
ALL KINDS OF WORK DONE FOR AMATEURS.
8a, QUEEN'S ROAD CENTRAL.

JAPAN COALS.
ITSUI BUSSAN KAISHA
(MITSUI & CO.)
HEAD OFFICE: 1, SUZUKI-CHO, TOKYO.
LONDON BRANCH: 24, LIME STREET, E.C.
HONGKONG BRANCH: PRINCE'S BUILDINGS, ICE HOUSE STREET, FIRST FLOOR.
OTHER BRANCHES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Osaka, Yokohama, Kobe, Nagasaki, Kure, Shimoda, Moji, Waka-
matsu, Kanagawa, Nagasaki, Kuchino, Saeki, Maizuru, Kobe, Hakodate,
Taipei &c.
Telegraphic Address: 'MITSUI' (A.B.C. and A 1 Codes).
CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the
State Railways; Principal Railway Companies and Industrial Works; Home and
Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Mitsu, Tagawa, Yamato, and Ida Coal Mines.
SOLE AGENTS for Hokkaido, Honshu, Kanagawa, Fukuoka, Yamaguchi, Matsuyama,
Osaka, Otsu, Sakai, Kobe, Yokohama, Yokosuka, and other
Ports.
S. MINAMI, Manager, Hongkong.

Milkmaid
BRAND
Milk
Guaranteed
Full Cream.
Largest Sale in the World.

BY ROYAL WARRANT TO HIS MAJESTY THE KING.
LEA & PERRINS'
SAUCE
The Original and Genuine Worcestershire.

DINNEFORD'S
The Universal Remedy for Acidity of the
Stomach, Headache, Heartburn, Indigestion,
Gout, Rheumatism, Bilious Affections.
Safest and most
Reliable Medicine for
Infants, Children,
Delicate Females,
and the Sick.
DINNEFORD'S
MAGNESIA

DARTING
Fine Skin
is made finer, and bad is made better by
'DARTING' LANOLINE.
No imitation can bear the 'Darting'
No imitation can be called 'Darting'.
'DARTING' TOILET 'LANOLINE'
in collapsible tubes.
'DARTING' LANOLINE TOILET SOAP

BRETEL FRERES' BUTTER - THE BEST IN THE WORLD
To be had in all respectable wholesale and retail provision Import Houses.

Intimations.

MITSU BISHI GOSHI-KWAISHA
(MITSU BISHI CO.)
COAL DEPARTMENT.
MARUNO-UCHI, TOKIO.
CABLE ADDRESS: 'IWASAKI',
which applies to all Branch Offices and
Hongkong and Shanghai Agencies.

A1, ABC 5th EDITION, WESTERN
UNION CODES USED.

ALL LETTERS ADDRESSED
MANAGER, MITSU BISHI CO., WITH
NAME OF PLACE UNDER.

BRANCH OFFICES.
NAGASAKI, MOJI, KOBE, KARATSU
AND HANKOW.

AGENCIES.
SHANGHAI: H. J. H. TRIPP.
HONGKONG: H. U. J. J. J.
MANILA: COMPTON MARITIME.
YOKOHAMA: M. ASADA.

CONTRACTORS OF COAL to the Im-
perial Japanese Navy and Foreign Navies;
the Imperial Armaments; the Imperial Rail-
way; Sanyo, Kinshu and the other Principal
Railways; Industrial Works; Home and
Foreign Mail and Freight Steamers.
EXPORTERS OF COAL to Hongkong,
Shanghai, Hankow, Singapore, Manila,
North China, Korean ports and America.
SOLE PROPRIETORS of Takashima,
Ochi, Shinano, Namatsu and Kami-
yama Collieries, and also Hojo Colliery,
which will be ready to produce a large
scale of the best Buzon Coal from 1905.
Sole Agents for Kigyo, Komatsu (Tagawa)
and Matsushima Coals.
The Head and Branch Offices and the
Agencies of the Company will receive any
order for Coals produced from the above
Collieries.
Coal sold in 1903 by the Company
amounted to 1,210,000 tons.

TAKASHIMA COAL.
Now and additional shales at the Takashima
Colliery have been completed and this
well-known best and most economical
steam coal in the East is now produced in
abundance and can be supplied in any
quantity.
Hongkong, April 25, 1904.

APPLY FOR
THE ANGLO-AMERICAN STORE'S
LATEST PRICE LIST OF GROCERIES,
etc., etc., etc.
Hongkong, 1, Wellington Street,
Kowloon, 63 & 64, Elgin Road.
Hongkong, September 17, 1904.

PURE LINSEED OIL
Awarded Bronze Medal at the Paris
Exhibition, 1900.
Gold Medal at the Indian Industrial
Exhibition 1883, 1900 & 1901.
MANUFACTURED BY
THE GOREPORE CO. LD.,
CALCUTTA.

Contractors to the Military and
Public Works Departments,
State Railways, and all
large Consumers
throughout India, the East,
and the Colonies.
W. R. LOKLEY & CO.,
Sole Agents,
Hongkong.
Cable Address 'LOKLEY', Hongkong.
Hongkong, July 22, 1903.

HUMPHREYS' ESTATE & FINANCE
CO., LD.

NOTICE IS HEREBY GIVEN that a
Call of \$1.00 per Share has been
made in respect of all Shares not fully paid
up and that such call is payable on 3rd
January, 1905, at the REGISTERED
OFFICES of the COMPANY, Alexandra
Buildings, Des Voeux Road, Hongkong.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, November 1, 1904.

NOTICE.
MRAH WAH, of Messrs Che San Bros.
of Yokohama, Bookbinders, etc., begs
to inform the Public of Hongkong that he
has opened a Branch in this Colony, at
No. 16, Pottinger Street, under the style
of CHE SAN BROTHERS, and is prepared
to execute all kinds of GENERAL JOB
PRINTING, RUBBER STAMP MAKING, COP-
PER-PLATE PRINTING and ENGRAVING,
STATIONERY, DRAFT FORMS and ACCOUNT
BOOKS.
All Orders will be attended to and ex-
ecuted in the shortest time, and the Firm
hopes to be favored with the kind
patronage of the Public.
Hongkong, December 5, 1904.

Intimations.

NOTICE.
THE MEETING of the KOWLOON
PIGION CLUB, advertised for the
4th inst., has been POSTPONED till
WEDNESDAY NEXT, the 11th inst.,
when it will be held at the KOWLOON
HOTEL, at 9 p.m.
All interested in Pigeons are invited.
Particulars will be published after the
Meeting.
Kowloon Hotel,
January 5, 1905.

HONGKONG HOCKEY CHALLENGE
CUP.

ENTRIES for the above CLOSE on the
12th inst. Names of intending teams,
together with \$10 entrance fee, must be
sent on or before that date to
T. C. GRAY,
Hon. Secretary,
C/o HONGKONG CLUB,
Hongkong, January 4, 1905.

HONGKONG JOCKEY CLUB.

NOTICE.
THE Date of the Closing of Entries for
the forthcoming Race Meeting is
POSTPONED until SATURDAY, the
14th January, 1905.
By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, December 29, 1904.

THE HONGKONG LAND RECLAMA-
TION CO., LD.

NOTICE IS HEREBY GIVEN that the
FOURTH ORDINARY MEETING
of SHAREHOLDERS in this Company
will be held at the COMPANY'S OFFICE,
Victoria Buildings, on WEDNESDAY, the
18th January, 1905, at 11.30 o'clock a.m.,
for the purpose of receiving the Report of
the Directors, together with a Statement of
Accounts for the year ending 31st Decem-
ber, 1904.

THE REGISTER of SHARES of the
Company will be CLOSED from SATUR-
DAY, the 14th January, to WEDNESDAY,
the 18th January, both days inclusive,
during which period no Transfer of Shares
can be registered.
By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Secretary.
Hongkong, January 7, 1905.

CHINA PROVIDENT LOAN AND
MORTGAGE CO., LTD.

THE EIGHTH ORDINARY ANNUAL
MEETING of SHAREHOLDERS in the
Company will be held at the OFFICES
of the COMPANY, St. George's Building,
No. 6, Connaught Road, on WEDNESDAY,
the 18th January, 1905, at 11 a.m., for the
purpose of receiving a Statement of Ac-
counts and the Report of the General
Managers for the year ending 31st Decem-
ber, 1904, declaring a Dividend and electing
a Consulting Committee and Auditors.
The TRANSFER BOOKS of the Com-
pany will be CLOSED from SATURDAY,
the 14th January, until WEDNESDAY,
the 18th January, 1905, both days inclusive.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, January 9, 1905.

A LING & CO.,
FURNITURE STORE,
AND
FOODS LACQUERED WARE.
63, QUEEN'S ROAD CENTRAL,
HONGKONG.
Hongkong, September 3, 1904.

KWONG TY CHEONG,
LATE OF NO. 47, QUEEN'S ROAD CENTRAL,
CHINESE & JAPANESE CURIO
DEALERS.
PRICES VERY MODERATE.
8, D'ARQUILL STREET, HONGKONG.
Hongkong, October 20, 1904.

THAT BEAUTY IS ONLY SKIN DEEP
IS AN ACKNOWLEDGED FACT
OF THE PREPARATIONS
OF
MRS ELLEN, SKIN SPECIALIST.

BRIGHTON, England, are unsurpassed
for creating, restoring, and pre-
serving Beauty. Their application imparts
Softness, the Fresh Tint of Health and the
Odour of Flowers. To preserve her beauty
is the natural ambition of every woman of
culture. THE OREAM, POWDER and
LOTIONS prepared by Mrs ELLEN her-
self are not only quite harmless, but being
natural skin nutrients, are distinctly bene-
ficial.
SOLE AGENTS:
A. S. WATSON & Co., Ltd.,
Hongkong Dispensary.
Hongkong, September 26, 1904.

THE AMERICAN SYSTEM
DENTISTRY.
DR. M. H. CHAUN,
37, DES VOEUX ROAD CENTRAL, HONGKONG.
From the University of Pennsylvania,
U.S.A.
Hongkong, July 28, 1904.

DR. HARRY FONG,
AMERICAN-TRAINED DENTIST.
ELECTRIC and Latest Improved
Appliances.
41, QUEEN'S ROAD CENTRAL,
Entrance on Lee Yuen Street.
Hongkong, July 28, 1904.

S. I. N. T. I. N. G.
Surgeon Dentist.
No. 14, D'ARQUILL STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, April 24, 1905.

TO LET.
A HOUSE in WONG NAI CHONG ROAD,
FLATS in MORRISON TERRACE, facing the
Polo Ground.
OFFICES, in Course of Erection, CON-
NAUGHT ROAD (near Blake Pier).
GODOWN PRAYA ROAD.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., Ltd.
Hongkong, December 3, 1904.

TO LET.
A SUITE of 2 ROOMS, on the Ground-
floor of the Annex, suitable for
Offices.
For Particulars, apply to the Under-
signed.
O. H. GRACE,
Secretary.
Hongkong, June 2, 1904.

TO LET.
NO. 1, RIFON TERRACE.
A HOUSE in WONG NAI CHONG ROAD,
FLATS in MORRISON TERRACE, facing the
Polo Ground.
OFFICES, in Course of Erection, CON-
NAUGHT ROAD (near Blake Pier).
GODOWN PRAYA ROAD.
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Hongkong, December 3, 1904.

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Hongkong, June 2, 1904.

Intimations.

**I HAVE A
BEER OF
QUALITY**
**IT'S
Rainier
BEER**
M. J. CONNELL,
Sole Agents,
7, Beaconsfield Arcade, Hongkong & Philippines.

Hongkong, October 28, 1904.

To Let.

TO LET.
2 NEW HOUSES, To Let, in CASTLE
ROAD.
Apply to
SAM WANG & CO., LD.,
81, Queen's Road Central.
Hongkong, October 22, 1904.

TO LET.
NO. 1, STEWART TERRACE, The
Peak.
Apply to
THE HONGKONG LAND INVESTMENT
AND AGENCY CO., LD.
Hongkong, March 26, 1904.

TO LET.
ONE ROOM on the First Floor of
ALEXANDRA BUILDINGS.
Apply to
A. S. WATSON & Co., Limited.
Hongkong, December 10, 1904.

TO LET.
GODOWN NO. 3, NEW PRAYA,
Kowloon.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, November 21, 1904.

TO LET.
THREE FIRST-CLASS SHOPS, Euro-
pean Style, in Kowloon. Possession
on or about 31st August, 1905.
MODERATE RENTALS.
Apply to
HUMPHREYS' ESTATE & FINANCE
CO., LTD.
Hongkong, October 5, 1904.

TO LET.
A 1st Best Point, a New BRICK-BUILT
2-STORY GODOWN with Water
Frontage.
Apply to
JARDINE, MATHESON & CO.
Hongkong, November 25, 1904.

TO LET.
NOS. 1, 2, 3 and 4, BARROW TER-
RACE, KOWLOON.
Apply to
SAM WANG & CO., LD.,
81, Queen's Road Central.
Hongkong, December 2, 1904.

TO LET.
A SUITE of 2 ROOMS, on the Ground-
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Offices.
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Hongkong, June 2, 1904.

THE CONGO STATE.

PARIS, Nov. 10.
According to the Brussels correspondent
of the *Matin*, the Congo State, fearing
the possibility of an English invasion, is
devoting 7,000,000 (£280,000) to the
fortification of Lado and the camps situated
along the Bahr Ghazal. The river is de-
fended by the Lado fort, which, he says, is
well armed and will shortly be strengthened
by dismountable 16-centimetre guns.
An invasion from the land side is not
apprehended, as the Congo State had a
garrison of 6,000 seasoned troops in the
Kodak, against which the Sudanese em-
ployed by England would be powerless, as
they cannot bear the climate. The corre-
spondent of the *Matin* concludes by saying
that in case of an alarm the Congo effectives
could be raised to 18,000 men.

THE REPORTED JAPANESE
SQUADRON.

Observations of German Press.
The German Press variously criticises the
recently reported westward movement of
the Japanese Squadron and its appearance
near Singapore. The *Norddeutsche All-
gemeine Zeitung* says that such reports can-
not altogether be taken as authoritative.
The principal aim of the Japanese Navy, at
present may be to lay obstacles in the way
of the Russians with regard to the supply
of coal to the Baltic Squadron, and to obtain
information of the course taken by the
Squadron.
The *Kreuz Zeitung* states that anxiety
is generally felt in St. Petersburg in regard
to the safety of the Russian transports, as
the movements of the Baltic Squadron an-
ticipate deposed upon the transports, which
may be easily captured by fast Japanese
cruisers. The Japanese squadron may pos-
sibly encounter the Baltic Squadron in the
Indian Ocean to the west of the Sunda
Strait.

Another Berlin journal, the *Post* says -
'It is almost certain that the Baltic Squad-
ron will encounter the Japanese in the In-
dian Ocean. This can be gathered from the
fact that two Japanese steamers, which
had been used on the Pacific liner service
and transformed into auxiliary cruisers,
have appeared off Singapore and were com-
municated with by the Japanese Consul.
It is also stated that the crews of the two
armed cruisers reported that a powerful Ja-
panese squadron was coming to Singapore.
From the Japanese standpoint, it would be
a certain advantage to fight in the Indian
Ocean. While the Russians have no base
of operations in that direction and are
placed in a very inconvenient position, the
Japanese Squadron has ample time to
make all necessary preparations. The
duty of the Japanese armed cruisers which
appeared off Singapore will be to strike at
the Russian colliers. On the other hand,
if they were commissioned to lay mines in
the course of the Russian Squadron, that
would be a menace to the shipping of the
world, and would be dangerous to the ship-
ping of neutral Powers rather than to the
Russians. The Baltic Squadron is at pre-
sent divided into two parts, and these
sections are distant about 2,000 miles from
each other. The Japanese Navy will be
sure to take prompt action and not lose any
opportunity. According to dispatches from
Shanghai and Saigon, the Russians ship
there appear to be preparing for departure.
[This has been positively denied.]

WING FAT,
IMPORTER and EXPORTER
AND
SILK MERCHANT.

JEWELLERY DEALER and GOLD
AND SILVERSMITH.
HAS always on hand a Specially Select-
ed Assortment of every kind and
pattern of Chinese Manufactured SILKS,
CURTAINS, IVORY WARES, and best
quality of China Grass Cloth and Chinese
Embroideries.
Also
Best kind of Manila Cigars.
Inspection is cordially solicited. Prices
very low.
No. 64, QUEEN'S ROAD CENTRAL,
Next Door to Chinese Club.
Hongkong, November 1, 1904.

**For Nervous
Exhaustion**
CHAPTEAU'S
Phosphoglycerate
OF LIME
The nervous system
is the most delicate
and most important
of the human system.
It is the seat of all
our sensations, and
the source of all our
thoughts and actions.
It is the most delicate
and most important
of the human system.
It is the seat of all
our sensations, and
the source of all our
thoughts and actions.
It is the most delicate
and most important
of the human system.
It is the seat of all
our sensations, and
the source of all our
thoughts and actions.

THE VALUE OF ARMY MANOEUVRES.

WASHINGTON, Nov. 26.

An officer of the General Staff to-day confirmed the report that Secretary Taft had omitted making provision for Army manoeuvres in his annual estimates soon to be submitted to Congress. This officer said that Secretary Taft had reached the conclusion that the manoeuvres, while valuable, were not worth the money they had cost. An additional reason for cutting out the item for manoeuvres is Secretary Taft's desire to make a good record of economy in the conduct of the Department. He will ask Congress for only \$102,000,000 against \$125,000,000 asked for last year.

Many important estimates recommended by chiefs of bureau and department commanders are omitted in the final list as approved by Secretary Taft. His estimates are declared by Army officers to be the most ruthless exercise of the pruning knife ever known to the Department.

Secretary Taft is strongly in favour of purchase of sites for permanent manoeuvre camps, and if called upon by Congress would not doubt renew his recommendation that the four sites recommended by the special board be purchased. But that is a matter for Congress to consider apart from Army expenditures, and cannot be charged to the War Department. Strong efforts will be made early in the Session to pass such a Bill, or one similar to it, providing for manoeuvre camp sites in California, Texas, Wisconsin and Pennsylvania. If Congress should pass such an Act, appropriations for the improvement of sites and for manoeuvres would necessarily follow. It is pretty certain, however, in view of Secretary Taft's action in omitting the item from the estimates for the fiscal year 1906 that there will be no manoeuvres next year.

CONSTIPATION AND HEADACHE.

BILE BEANS CURE BOTTLE.

HEADACHES of a violent nature which necessitated the use of vinegar bandages round the head, were the lot of Miss Mabel Grace Mills, of The Woodlands, Park Road, West Green, London, Eng., until she found relief in this popular vegetable medicine Bile Beans. Miss Mills was troubled with constipation, and the headache was the direct result of this complaint. Describing her sufferings and cure she says: "I suffered terribly from headache, sometimes so bad that it was just like a fire burning within me. These headaches were the result of constipation, from which I had suffered since childhood. So severe were the headaches that for days I went about with vinegar bandages across the top of my head in order to ease the pain. If I stooped I would become so giddy that for a minute or two I would be completely dazed. At night I had terrible dreams, and a curious thing was, that I always dreamed of death. In addition to these troubles I had acute pains in my shoulders and around my waist. When I was fourteen I broke a blood vessel owing to excessive vomiting, and when I got older the periodical ailment which women suffer from was very troublesome and caused me much pain. I used to have bad attacks of toothache also, and became quite pale."

"I went under several doctors, who treated me for disordered liver and constipation. My parents and myself all long attributed my illness to constipation, but this was in turn due to the liver complaint. Nothing seemed to relieve me. Some months ago my mistress advised me to try Bile Beans, so I commenced taking them. In a short time the constipation and headaches were removed and gradually every other ailment followed. For some months now I have been enjoying splendid health. These months have been the happiest of my life. I never before knew what it was to feel so well, or enjoy such good spirits."

The above sensational case proves conclusively that Bile Beans can cure the worst cases of stomach and intestinal disorder. They are equally effective for debility, biliousness, constipation, piles, nervousness, anaemia, female ailments, weakness, pains in the back, sleeplessness, loss of appetite, congestion of the liver, headache, flatulence, pimples, and skin eruptions. Obtainable of all chemists and medicine vendors. Price 75 cents (Mex.) per bottle.

A CHOO & CO.,

39, DES VUEX ROAD, CENTRAL.

GENERAL STOREKEEPERS.

NAVAL CONTRACTORS,

AND

COAL MERCHANTS.

HAVE always on hand an ample stock.

Supplies executed at shortest notice.

Well-dressed Steam Launches kept for

Picnic parties and for touring purposes.

PRICES VERY MODERATE.

Telephone No. 180.

Hongkong, December 1, 1904. 1791

CARMICHAEL AND

OLARKE.

CONSULTING ENGINEERS AND

SHIPBUILDERS.

SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," HONGKONG.

A. B. C. Code, 4th Edition.

A. L. Code.

Lloyd's Standard Code.

TELEPHONE, 232.

Hongkong, March 14, 1905. 563

A RAMELE THROUGH SOUTHERN

FORMOSA.

By G. TAYLOR, L. M. Oakes.

With Woodcuts.

[Reprinted from the China Review.]

One of the Best Illustrations of Formosa Life yet written.

Price ... \$1.00.

China Mail Office, 5 Wyndham Street, Hongkong.

CARBONIC ACID in Iron Drums

ALWAYS IN STOCK AT MODERATE PRICES.

Special Arrangements for Season-Contracts.

GROSSMANN & Co.

THOMAS' HOTEL.

A FIRST CLASS HOTEL, most centrally situated; Well-Furnished and Airy Bedrooms. Monthly Boarders accommodated on very Moderate Terms.

For Particulars, apply to

THE MANAGER.

Hongkong, August 1, 1904.

1413

WELLINGTON KNIFE POLISH

BEST FOR CLEANING AND POLISHING CUTLERY - 3 1/2, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

KNIFE BOARDS

PREVENT FRICTION IN CLEANING & INJURY TO THE KNIVES.

JOHN OAKLEY & SONS

BLACK LEAD MILLS LONDON.

JOHN OAKLEY & SONS, LIMITED, "WELLINGTON" MILLS, LONDON.

MAIL STEAMER DEPARTURES.

The following table is a chronologically arranged list of mail steamer sailings to Europe, America, Canada, and Australia. Coast ports, Manila, and Japan are not given, for steamers are constantly sailing for those ports. All the American steamers call at Japan, and the majority of the Australian boats call at Manila, and, in addition to these vessels, special steamers run there. The departure of every steamer is subject to alteration. The P. & O. mails usually reach London in about 28 days, and the French and German in about 26 or 30 days.

EUROPEAN MAIL.

DEP.	STEAMER.	DESTINATION.	MAIL DUE LONDON ABOUT.	DUE.
Jan. 14	P. & O. Mails	London	Feb. 22	Feb. 13
" 15	G. M. S. Roma	Bombay	" 23	" 14
" 24	M. M. Australia	Marseilles	" 24	" 15
" 26	P. & O. Ceres	London	" 26	" 17
Feb. 1	G. M. S. Bayern	Hamburg	" 27	March 4
" 11	P. & O. Simla	London	" 28	" 18
" 15	G. M. S. Zieten	Bremen	" 29	" 22
" 25	P. & O. Chusan	London	" 30	April 1

CANADIAN MAIL.

DEP.	STEAMER.	DESTINATION.	DUE.
1905			1905
Jan. 11	O.P.R. Empress of China	Vancouver.	Feb. 1
" 25	do. Empress of India	do.	Mar. 1
Feb. 8	do. Empress of Japan	do.	Mar. 29
March 16	do. Athenian	do.	April 8
" 29	do. Empress of China	do.	April 19
April 19	do. Empress of India	do.	May 10
" 26	do. Empress of Japan	do.	May 18
May 10	do. Athenian	do.	May 31
" 24	do.	do.	June 17

AMERICAN MAIL.

DEP.	STEAMER.	DESTINATION.	DUE.
1905			1905
Jan. 13	O. & O. Coptic	San Francisco	Feb. 10
" 25	P. M. S. Steria	do.	" 21
Feb. 3	do. Mongolia	do.	March 3
" 17	do. China	do.	" 17
" 28	do. Manchuria	do.	" 28
March 11	O. & O. Dora	do.	April 3
" 24	do. Korea	do.	" 16
April 4	do. Oopio	do.	May 2

AUSTRALIAN MAIL.

DEP.	STEAMER.	DESTINATION.	DUE.
1905			1905
Jan. 11	E. & A. Australian	Sydney	Feb. 1
" 20	C. N. Taitan	do.	" 15
" 23	N. D. L. Prinz Waldemar	do.	" 18
Feb. 8	E. & A. Empire	do.	Mar. 1
" 11	C. N. Taitan	do.	" 29
Mar. 6	N. D. L. Prinz Sigismund	do.	" 23
" 8	E. & A. Eastern	do.	" 28
Apr. 5	A. Australian	do.	May 10
" 17	N. D. L. Prinz Waldemar	do.	" 24
May 3	E. & A. Empire	do.	" 28
" 29	N. D. L. Prinz Sigismund	do.	June 21

Intimations.

A. S. WATSON & CO., LIMITED. ESTABLISHED 1841. AERATED WATER MANUFACTURERS.

NOTICE.

WE Beg to Notify Customers that from 1st January, 1905, Separate Accounts will be rendered for Aerated Waters. An inclusive charge will be made for Waters and Bottles, and full credit will be allowed for empties when returned.

Orders for Aerated Waters should be addressed to
A. S. WATSON & CO., LIMITED,
Aerated Water Manufactory,
Des Vaux Road Central.

PRICE LIST:
\$1.20 per dozen will be allowed for Aerated Water Bottles when returned in good condition.

	Per Doz.
Soda Water	\$1.70
Soda Water in Bombay Bottles	1.80
Potash Seltzer and B.P. Soda	1.80
Lemonade	1.80
Tonic Water	1.80
Lithia Water	1.80
Ginger Ale	1.80
Lemon Squash	1.80
Raspberry	1.80
Stone Ginger Beer	1.80

Hongkong, December 28, 1904. 2319

THE VICTORIA DISPENSARY.

NOTICE.

WE Beg to Notify Customers that from 1st January, 1905, Separate Accounts will be rendered for Aerated Waters. An inclusive charge will be made for Waters and Bottles, and full credit will be allowed for empties when returned.

Orders for Aerated Waters should be addressed to
THE VICTORIA DISPENSARY,

PRICE LIST:
\$1.20 per dozen will be allowed for Aerated Water Bottles when returned in good condition.

	Per Doz.
Soda Water	\$1.70
Soda Water in Bombay Bottles	1.80
Potash Seltzer and B.P. Soda	1.80
Lemonade	1.80
Tonic Water	1.80
Lithia Water	1.80
Ginger Ale	1.80
Lemon Squash	1.80
Raspberry	1.80
Stone Ginger Beer	1.80

Hongkong, December 28, 1904. 2320

WATKINS, LIMITED.

NOTICE.

WE Beg to Notify Customers that from 1st January, 1905, Separate Accounts will be rendered for Aerated Waters. An inclusive charge will be made for Waters and Bottles, and full credit will be allowed for empties when returned.

Orders for Aerated Waters should be addressed to
WATKINS, LIMITED.

PRICE LIST:
\$1.20 per dozen will be allowed for Aerated Water Bottles when returned in good condition.

	Per Doz.
Soda Water	\$1.70
Soda Water in Bombay Bottles	1.80
Potash Seltzer and B.P. Soda	1.80
Lemonade	1.80
Tonic Water	1.80
Lithia Water	1.80
Ginger Ale	1.80
Lemon Squash	1.80
Raspberry	1.80
Stone Ginger Beer	1.80

Hongkong, December 28, 1904. 2321

TANG YUEN.

BOARDING ESTABLISHMENT.

Splendid View of Harbour.

No. 18, MACDONNELL ROAD.

Under European Management.

Apply at the House,

or

At FAIRALL & CO.,

Opposite Hongkong Hotel.

Hongkong, June 10, 1903. 97

BOARD AND RESIDENCE.

'KILLADOON.'

ON North Spur of MORRISON HILL.

161, WANCHAI ROAD.—Light

Airy and Well-furnished Double and Single

Rooms with full view of the Harbour.

With or without board.

For Terms, apply on the Premises, to

Mrs G. S. WEBB.

Hongkong, July 20, 1904. 133

ZETLAND HOUSE.

SUPERIOR ACCOMMODATION.

(Opposite Gunnschut House).

No. 10, QUEEN'S ROAD CENTRAL.

MODERATE CHARGES.

Mrs WATLING, Proprietress.

Hongkong, July 27, 1904. 1374

THE WAYERLEY.

NO. 34, QUEEN'S ROAD CENTRAL

(Opposite the Post Office).

A First-class BOARDING ESTABLISHMENT.

Large Airy Well-furnished Rooms

Table d'Hôte at Separate Tables. Cuisine

under the direct supervision of the Proprietress. Moderate Terms.

Hongkong, December 5, 1904. 2193

WASHING BOOKS.

WASHERMAN'S BOOKS, for the use

of Ladies and Gentlemen, can now

be had at this Office.—Price, \$1 each.

CHINA MAIL OFFICE.

TRY OUR FRESH XMAS CAKES.

MADE from the Best of Ingredients and

Pure Fresh.

AUSTRALIAN BUTTER

in 1lb, 2lb, 3lb, and of other sizes made to

order by giving previous notice.

Yearly increasing sale is the sufficient

guarantee of their superiority.

All Orders will be carefully attended to.

E. RUTONJER,

No. 5, D'Almeida Street, Hongkong.

37 & 38, Elgin Road, Kowloon.

Hongkong, December 18, 1904. 1457

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last reported at.
Albion	despatch-boat	1790	12	1300	Comdr. Richard M. Harbord	Hongkong
Albion	despatch-boat	1790	12	1300	Comdr. Richard M. Harbord	Hongkong
Albion	despatch-boat	1790	12	1300	Comdr. Richard M. Harbord	Hongkong
Albion	despatch-boat	1790	12	1300	Comdr. Richard M. Harbord	Hongkong
Albion	despatch-boat	1790	12	1300	Comdr. Richard M. Harbord	Hongkong
Albion	despatch-boat	1790	12	1300	Comdr. Richard M. Harbord	Hongkong
Albion	despatch-boat	1790	12	1300	Comdr. Richard M. Harbord	Hongkong
Albion	despatch-boat	1790	12	1300	Comdr. Richard M. Harbord	Hongkong
Albion	despatch-boat	1790	12	1300	Comdr. Richard M. Harbord	Hongkong
Albion	despatch-boat	1790	12	1300	Comdr. Richard M. Harbord	Hongkong

* Flag of Admiral Sir Gerard H. Noel, Commander-in-Chief.

+ Flag of Rear-Admiral the Hon. A. G. Curzon-Howe, C.B., C.M.G.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captains.	
Aspern	Austro-Hungarian cruiser	2427	20	7300	Capt. Friedrich Grunzberger	Singapore
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	29	8000	Captain Mirl	Shanghai
Asheron	French armoured gunboat	1798	10	1700	Comdr. Laferriere	Saigon
Alouette	French gunboat	300	7	400	Lieut. A. Varney	Saigon
Argus	French gunboat	123	4	150	Lieut. Crespin	Canton
Arctique	French gunboat	475	3	450	Lieut. Joazeur	Saigon
Arctique	French gunboat	140	6	150	—	Shanghai
Bengali	French gunboat	680	6	400	—	Saigon
Buguese	French cruiser	3740	29	9000	Capt. Lefevre	Saigon
Cassiope	French gunboat	140	6	150	—	Shanghai
Chalons	French cruiser	8018	18	17,000	Captain V. Poidoux	Shanghai
Cometes	French gunboat	625	4	438	Commodore Lord	Shanghai
Decidie	French gunboat	890	10	900	Commodore L'Est	Saigon
D'Assas	French cruiser	4000	31	9500	—	Saigon
Estoc	French gunboat	350	7	302	Lieut. Johnnie	Shanghai
Expedition	French cruiser	9376	36	20,200	—	Shanghai
Guaymas	French gunboat	307	7	300	Lieut. Comdr. Baumeant	Shanghai
Henri Riviere	French gunboat	1250	6	2900	Commodore Le Gallier	Shanghai
Javeline	French gunboat	9700	42	19,600	Captain Croc	Shanghai
Kerenski	French gunboat	350	7	300	Lieut. de Vaux Prat	Shanghai
Montcalm	French gunboat	4015	27	8500	Capt. Hourat	Shanghai
Mosquit	French gunboat	850	7	300	Comdr. Semmes	Hongkong
Oly	French gunboat	1976	10	1700	Lieut. de Weert	Shanghai
Pistolet	French	4015	27	8500	Capt. Vincent	Shanghai
Redoubtable	French	9856	—	20,000	Captain Guibertau	Shanghai
Sully	French	929	2	900	Lieut. Hoigne	Shanghai
Surprise	French	6150	23	4560	Captain Blonde	Yongso
Thetys	French gunboat	123	7	500	Lieut. Carol	Along Bay Canton
U. S. S. Albatross	German cruiser	1857	15	2800	Comdr. Huss	—
U. S. S. Albatross	German flag ship	11,000	36	14,000	Captain Frowe	Hongkong
U. S. S. Albatross	German cruiser	1775	15	2800	Comdr. von Studnitz	Shanghai
U. S. S. Albatross	German cruiser	6230	34	10,000	Capt. Weber	—
U. S. S. Albatross	German cruiser	6500	37	10,000	Capt. Baron Schlimmeimann	Singapore
U. S. S. Albatross	German gunboat	1050	10	1300	Comdr. Baron von M. Halleson	Nanking
U. S. S. Albatross	German gunboat	800	10	1300	Comdr. Wilbrandt	Shanghai
U. S. S. Albatross	German gunboat	850	10	1344	Comdr. Krencke	Hongkong
U. S. S. Albatross	German gunboat	1049	8	975	Comdr. von Grunhew	Manila
U. S. S. Albatross	German cruiser	1640	15	2800	Comdr. Penios	Shanghai
U. S. S. Albatross	German cruiser	2660	24	8000	Captain Voit	Shanghai
U. S. S. Albatross	German gunboat	900	10	1300	Comdr. Deimling	—
U. S. S. Albatross	German gunboat	170	6	1300	Comdr. Giebler	Canton
U. S. S. Albatross	German gunboat	—	3	500	Lieut. Scharf	Shanghai
U. S. S. Albatross	Italian cruiser	2300	10	7471	Captain Borel Riel	—
U. S. S. Albatross	Italian cruiser	3600	—	—	Captain Frebitero	Shanghai
U. S. S. Albatross	Italian cruiser	2498	29	7000	Capt. Pescetto	Shanghai
U. S. S. Albatross	Portuguese cruiser	1831	14	4900	Captain d'Antas Bibelo	Hongkong
U. S. S. Albatross	Portuguese gunboat	720	—	—	Captain Coutinho	Hongkong
U. S. S. Albatross	Portuguese cruiser	3215	20	6000	Capt. Manuel Vasez de Carvalho	Hongkong
U. S. S. Albatross	Russian gunboat	810	6	730	Comdr. Guintor	Vladivostok
U. S. S. Albatross	Russian cruiser	2800	5	4700	Comdr. Gramschelkoff	Port Arthur
U. S. S. Albatross	Russian cruiser	6000	27	24,000	Capt. Reitzenechtein	Shanghai
U. S. S. Albatross	Russian cruiser	1800	10	16,500	—	Port Arthur
U. S. S. Albatross	Russian gunboat	1050	8	1150	—	—
U. S. S. Albatross	Russian cruiser	6640	12	19,500	Comdr. Erjokovitch	—
U. S. S. Albatross	Russian cruiser	8731	6	8000	—	Saigon
U. S. S. Albatross	Russian gunboat	1456	3	1700	Capt. Nasarovsky	Port Arthur
U. S. S. Albatross	Russian gunboat	500	3	3500	Comdr. Yonifey	Port Arthur
U. S. S. Albatross	Russian gunboat	1490	6	1400	Comdr. Zagoransky	—
U. S. S. Albatross	Russian cruiser	12,524	44	22,000	Captain Serebrenikoff	Vladivostok
U. S. S. Albatross	Russian gunboat	1000	6	1000	Comdr. Shumoff	—
U. S. S. Albatross	Russian gunboat	1224	7	1400	Commodore Crown	Shanghai
U. S. S. Albatross	Russian cruiser	1200	6	17,000	—	Shanghai
U. S. S. Albatross	Russian gunboat	1490	6	2000	Comdr. Vasilief	Port Arthur
U. S. S. Albatross	Russian battleship	15,574	16	14,000	Captain Korolef	—
U. S. S. Albatross	Russian battleship	10,980	16	10,600	Captain Jakovlef	—
U. S. S. Albatross	Russian battleship	12,674	15	14,500	Capt. Zarembof	Damog
U. S. S. Albatross	Russian battleship	10,960	15	10,600	Captain Oseroff	Port Arthur
U. S. S. Albatross	Russian cruiser	1384	10	1785	Comdr. Liven	Port Arthur
U. S. S. Albatross	Russian battleship	12,908	16	15,000	—	Port Arthur
U. S. S. Albatross	Russian protected cruiser	12,200	48	17,000	Captain Sprentepinoff	Vladivostok
U. S. S. Albatross	Russian protected cruiser	10,925	30	13,250	Capt. Matvevich	—
U. S. S. Albatross	Russian battleship	10,980	16	10,600	Lieut. Comdr. Vassoff	Port Arthur
U. S. S. Albatross	Russian gunboat	850	2	1125	Comdr. Zagoransky, Kinnel	Port Arthur
U. S. S. Albatross	Russian cruiser	1230	15	1194	Comdr. Abramoff	Port Arthur
U. S. S. Albatross	U. S. cruiser	3769	28	7500	Capt. Dyer	Orville
U. S. S. Albatross	U. S. gunboat	1000	12	1227	Capt. Roberts	Shanghai
U. S. S. Albatross	U. S. torpedo-boat destroyer	420	7	8000	Lieut. G. Williams	Manila
U. S. S. Albatross	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Irwin	Manila
U. S. S. Albatross	U. S. gunboat	218	10	600	Lieut. Dismaker	Hongkong
U. S. S. Albatross	U. S. torpedo-boat destroyer	420	7	8000	Lieut. R. P. Joseph	Manila
U. S. S. Albatross	U. S. cruiser	3213	19	7000	Comdr. Hugo Osterhaus	Manila
U. S. S. Albatross	U. S. torpedo-boat destroyer	420	7	8000	Lieut. R. E. Arvola	Manila
U. S. S. Albatross	U. S. torpedo-boat destroyer	420	7	8000	Lieut. A. W. Ezer	Shanghai
U. S. S. Albatross	U. S. gunboat	660	10	6000	Lt. Comdr. J. Hood	Manila
U. S. S. Albatross	U. S. gunboat	1392	8	1868	Comdr. P. E. Seizer	Manila
U. S. S. Albatross	U. S. monitor	3990	6	3000	Captain Mahan	Shanghai
U. S. S. Albatross	U. S. gunboat	4084	4	5244	Comdr. J. B. Milnes	Orville
U. S. S. Albatross	U. S. cruiser	3457	20	7200	Captain S. B. Hayde	Manila
U. S. S. Albatross	U. S. cruiser	10,268	46	11,111	Captain Burwell	Shanghai
U. S. S. Albatross	U. S. gunboat	201	3	250	Ensign J. E. Eas	Canton
U. S. S. Albatross	U. S. gunboat	201	3	250	Capt. Bennett	Canton
U. S. S. Albatross	U. S. cruiser	4000	14	7500	Capt. J. B. Collins	Manila
U. S. S. Albatross	U. S. cruiser	3313	16	7500	Comdr. Marshall	Shanghai
U. S. S. Albatross	U. S. cruiser	4008	27	8000	Capt. Marshall	Shanghai
U. S. S. Albatross	U. S. cruiser	1000	13	1113	Commodore Marshall	Manila
U. S. S. Albatross	U. S. gunboat	847	6	500	Lieut. H. A. Wiley	Shanghai
U. S. S. Albatross	U. S. gunboat	1897	8	1804	Commodore A. V. Dodd	Manila
U. S. S. Albatross	U. S. flagship	15,000	50	13,000	Captain Oliver	Shanghai

BY TELEGRAPH.

CHINA MAIL'S EXCLUSIVE SERVICE.
[RECEIVED BY TELEGRAPH, 10 JANUARY.]
[RECEIVED ON JANUARY 9, AT 7.0 P.M.]

CIVIL WAR IN MOROCCO.

THE MARCH OF THE
PRETENDER.

Four Hundred Casualties.

London, January 9.
A severe fight has taken place in Morocco between the Moorish Forces and the followers of the Pretender. The Pretender's men succeeded in ambushing the Moorish Forces and completely routed them. The defeated army lost four hundred men, killed and wounded.

[REUTERS'S SERVICE.]

RIGHTS OF THE TSAR.

London, January 8.
The Procurator of the Holy Synod has sent an address to the Tsar protesting against the insensate machinations of certain nobles to induce him to weaken his authority: the Tsar possesses every right, except the right of breaking his oath, to preserve intact the autocracy of the orthodox faith.

PROTEST AGAINST
BUREAUCRACY.

A monster banquet is being arranged in St. Petersburg to protest against bureaucracy.

THE CANTON-HANKOW
RAILWAY.

The N. O. Daily News writes on January 6.—It will be learnt with general satisfaction that an authentic telegram was received here yesterday from the American-China Development Company in New York, stating that the control of the stock of the Canton-Hankow Railway is again in American hands. The Belgian interests having been bought out. All English and American residents at Canton in China will be glad to hear this, the sale to the Belgians having been a blow to our interests in China, and having had a marked effect particularly on American prestige. The recovery of the control was very markedly assisted by the embargo put on the bonds by the Chinese. The Chinese regarded the transfer of the concession to Belgian hands as a breach of faith, and by the sympathetic action of the Department of State at Washington. Arrangements have been made to proceed all the capital necessary to complete the line, and to keep the control permanently in American hands, whatever may happen. Thus we have a very satisfactory solution of the difficulties which have lately impeded the operations of the American-China Development Company, and we may expect to see the continuation of the important trunk line from Canton to Hankow proceeded with rapidly and energetically. We trust, too, that it will not be many months before work is begun on the English or Anglo-Chinese railway between Kowloon and Canton.

THE CHIT SYSTEM.

The ease with which credit may still be secured in Manila has been the source of more abuse, evil results and general embarrassment than most of the heritages from the old regime, writes the Manila Tribune. While many of the business firms and hotels have sought to clear up their credit by the extension of credit by means of the chit system, the evil has not been abolished, by any means. It is very apparent that the chit system will invariably prove less desirable to the creditor, at the end of a stated time than a payment in cash. The dishonest debtor will take advantage of the privilege to incur debts that he has no intention or ability to pay. He will invariably run into debt for the luxuries which, when used to excess, do him more harm than good and will find himself more deeply involved every month, or just as long as he can sign a piece of paper in settlement of his order.

It has been urged, in support of the practice, that the majority of people are paid by the month and therefore must have credit from one payday till the next. We cannot subscribe to any such excuse. The individual who spends his salary before he gets it, would not pay his debts, if it could avoid his obligations, even if he were paid at the close of each working day. The man who recklessly signs chits to defer the payment for champagne and other similar luxuries, is the man who usually borrows to the full limit of his credit, is invariably behind with his board bill and who will finally wind up without position or friends. There may often be sufficient reasons for asking credit, but the person who deserves it will have but little difficulty in making the proper arrangements with friends or acquaintances. The man who secures his wages by an arrangement of the unpaid chits held by the many firms in Manila will disclose, but few, if any, of those who contracted debts through necessity, might, however, and failed.

The man who really intends to pay his debts would be inconvenienced but little by the adoption of the cash system, and the other individual will be much better off at the end of the year.

The chit system also reacts unfavorably on the honest debtor. The severe losses suffered by those who extend credit must in some way be recouped and enhanced prices or inferior articles will often result.

Had there never been a chit signed in Manila, or a cent's worth of credit allowed, business embarrasments would have been fewer, the houses as well as dishonest debtors, incomparably better off, and fewer Americans would have been disgraced in the Philippines.

The past should serve as ample warning against any further use of the chit system. It has been tried and its further use will only indicate that the victims of the policy are not willing to profit by experience.

WHEN SUFFERING from a cold and you feel a stack of pneumonia, cough, a touch of the influenza, Cough Remedy and use it patiently. There is no danger from this disease when this remedy is used. It always cures and cures quickly. For sale by All Dealers, Watson & Co., Ltd., General Agents.

INDUSTRIES OF HONGKONG.

FENWICK'S ENGINEERING
WORKS.

journeying along the Praya East an object which is certain to attract attention is the large oblong logs outside of Messrs George Fenwick and Company's establishment, and on the opposite side of the tramline are the Company's premises. These as will be remembered by the older residents of Hongkong, were erected some 20 years ago, when a great deal of the surrounding ground was not built upon and a small creek ran from the hillside past the spot where the building now occupied by the Company stands. The yard then bordered upon the creek and into it the boats turned out were launched. The road at that time was carried over the creek by a draw-bridge, which later on had to be abolished and so out the premises off from direct communication with the sea. Since that event Hongkong has continued to grow and all the surrounding ground is now closely populated so that for several reasons it has been found necessary to seek a new site. This has been selected at North Point, in front of the old Bay View Hotel, where the new shipbuilding yards and workshops, foundries, etc., are being constructed. The position commands a marine frontage of 400 square feet and is also washed by the waters of the harbour on two other sides, in front of which, however, ground may subsequently be reclaimed. The laying out of works will necessitate the formation of two new roads which will be formed and handed over to the Government. For some time past, being cut off from the harbour as mentioned, the Company has been unable to build any boats at its own works and the new premises are being designed to meet this want. A plant is being put down capable of constructing 40 ton boilers and the rest of the appliances arranged on a scale to deal with them.

The boiler shop will be 150 feet long by 50 feet wide and the machine shop of the same dimensions with the power house placed between the two buildings. Compound condensing driving engines, with air compressing machinery and dynamos for electric lighting are to be installed. In anticipation of moving into the new premises a good deal of new machinery has been secured for using high speed tools and is already waiting to be placed in position. There will be a store for the different classes of coal and coke, and the new smiths' shop will be 120 feet long by 40 feet wide and will contain 14 forges and two steam hammers. The foundry will be the same length as the smiths' shop and 35 feet wide and will contain cupolas and brass-smelting furnaces. Other buildings for various purposes are also to be erected and a feature of the premises will be a slipway 400 feet long by 16 feet wide, while space is allowed for several smaller slipways to be constructed if necessary.

The building shop is 150 feet long, and the plating shop 100 feet by 50 feet. The steel wharf, which is in course of construction, will be surrounded by a pair of sheer legs and is very substantially built. The foundations were obtained by driving three 50 feet piles and enclosing them with an iron cylinder the interior of which is filled with concrete to strengthen and preserve the piles. The wharf will rank as one of the strongest in the Colony. The new sheer legs will be worked by a steam engine with a traversing back leg. Already the new wharf has cost about \$20,000 and upwards of \$60,000 has been spent on reclamation. The premises will also include a row of European dwelling houses facing one of the new roads and will be very nicely situated. The offices and other buildings will be in keeping with the portion of the premises occupied.

Returning to the old works there is not a great deal to be said at present owing to their being in a state of transition. The last boat was launched from them over the street in 1885, and was a launch for Wei-haiwei. Since then the work of construction has been carried on at different yards on the mainland. All kinds of boats have been turned out from stern-wheelers for the China trade to pearlers for Australian waters. At present there is a funnel intended for a steamer detained up North lying in the yard, about seven feet in diameter. The machinery on hand includes numerous turning lathes, a hydraulic furnace pump for restoring collapsed furnaces, which could deal with the largest furnace afloat, a hydraulic bolt forger and a large, and several small, plate rolling mills. A good deal of the machinery for the new premises is being constructed at the old shop where everything is being prepared for the change. The Company makes a specialty of steam winches and similar machinery and also does a large business in installing hot water services, a number of the principal buildings in the Colony having been built by them.

Mr W. G. Winterburn, M.L.N.S., is the General Manager and has been with the Company for 13 years.

RELIEF AFTER SIX YEARS.—Mr M. A. Clark, of Timberrange, N.S.W., Australia, writes: "I wish to inform you of the wonderful benefit I have received from your valuable medicine. I suffered from a severe cough for six years and obtained no relief until I took Chamberlain's Cough Remedy. One bottle cured me and I am thankful to say that I have never had the cough since. Make any use of this letter that you like for the good of any other poor sufferers. For sale by All Dealers, Watson & Co., Ltd., General Agents."

THE HARBOUR MURDERS.

A Previous Triple Hanging.

The executions of William (Nason), Charles Smith and Eric Hoggan, who are now confined in Victoria Gaol under sentence of death for the murder of the sampan woman recently, are to take place to-morrow morning at five o'clock.

The hanging will be carried out in the presence of the gaol officials, doctor and the clergyman who are attending to the condemned.

The usual death enquiry will be held during the day at the gaol.

A correspondent writing to us from Amoy points out that a triple execution took place in Hongkong in the fifties, when three Americans were hanged for the murder of a small Chinese boy. The boy was employed on board the American sailing ship *Matilda* (Captain Johnson). The correspondent writes: "I saw the ghastly sight from the roof of Douglas LaPrak's old house."

ALLEGED FRAUD.

Chinese Methods of Getting to
Australia.

Further evidence was taken by Mr H. J. Gompertz, at the Magistrate's office, in the case in which two Chinese were charged with attempting to defraud the China Navigation and Eastern and Australian Steamship Companies and of attempting to defraud one Hau Tim of the sum of \$850.

Douglas Abbey, passenger clerk employed by Messrs Butterfield and Swire, said that he had charge of the booking of Chinese passengers to Australia by the China Navigation Company's steamers. A passenger ticket would not be issued to any Chinese unless he produced the necessary papers and satisfied him that he was the man referred to. If the Australian Government refused to admit a Chinaman on his arrival at an Australian port he had to be brought back to Hongkong again at the expense of the shipping company. The cost of a second class ticket to Adelaide would be \$280 and third class \$235. Each passenger had to guarantee his expenses in the event of his being returned by the Australian Government. He took all possible precautions against Chinese going to Australia with false papers. In a statement made by the accused, Wong Chuk Yau, when he was first charged, he said that he had been engaged in the passenger trade for over 20 years. The naturalisation papers he had in his safe were left with him by friends, some of whom did not want to use them again. He had intended later on, if he could find a naturalisation paper that suited Hau Tim's younger brother, to sell it to him.

The case was proceeding when our report closed.

NEWS FROM HOIHOW.

(From Our Correspondent.)

Hoihow, December 30.

The holiday season has been much enjoyed by all the foreign community. On Christmas day there were Christmas sports with the usual prize distribution following.

THE NEW CLUB.

The Customs Club which has been opened during the last year has had several public entertainments which have been much enjoyed by all of the community. They are held fortnightly. This Club, with its reading room and library, its billiard table and large assembly room, has become quite a feature in the life of Hoihow.

INTERNAL PROSPECTS.

Reports from the interior of the island are that the rice crop has been very good, and that the people are more prosperous than they have been for years. This is probably the reason that the rumors of robbers and pirates are seldom heard, and that the Chinese merchants are more than usually busy with the trade of the closing months of the Chinese year.

EXAMINATIONS.

The students of the island have been collected in Kienchow during the last two months attending the official examinations. The time required for the examinations has been much shortened since the military examinations with its foolish shooting of arrows and lifting of weights has been abandoned.

PRESBYTERIAN MISSION.

The American Presbyterian Mission which has recently held its annual meeting here reports its work prosperous, and they are now rejoicing that several of the students in their schools have taken degrees at the official examinations.

RUMORS.

Rumours of future foreign occupation are current among the natives, but we still remain Chinese.

FEBRUARIAL.

Mr Achison, the Commissioner of Customs has been absent the past week on a visit to Hongkong. Mr Donby, of the customs service, has been removed to Canton, and replaced by Mr Dierck from the same city.

Inspector W. F. Ford, who has been a member of the local police force for about 22 years, has retired, and intends returning home. The retiring Inspector has been an efficient and popular officer and all of the comrades join in wishing him many years of good health to enjoy his pension. For some time past the licensing of chairs and rickshaws has been carried out under his supervision.

RHEUMATISM is cured by Chamberlain's Pain Balm. One application relieves the pain. For sale by All Dealers, Watson & Co., Ltd., General Agents.

CORRESPONDENCE.

THE HARBOUR MURDERS.

(To the Editor of the 'CHINA MAIL'.)
Sir,—I have been waiting in vain to see whether the bottom class of our Chinese community would rise to the occasion and show that they also possess some feeling in common with their European fellow citizens over the fate of the three unfortunate young men now under sentence of death. The Chinese Community have done fit to let the opportunity slip by without raising a voice in support of the several appeals which have appeared in the local press for a mitigation of the capital punishment; but must we wait for their initiative and let the precious hours speed away without doing something ourselves to help these wayward boys? In all likelihood when H. E. Sir Matthew Nathan decided to let the law take its course, his intention was to show the Chinese that British justice knows no favor and deals alike with every one, be he a Chinaman or a European; but are not the Chinese here well aware of this, and must we see these three boys hanged just to emphasize this fact? There is still time for action by Sir Matthew Nathan and if he truly will be the lives of these three young men will be spared. I should remember that they are 'somebody's' darlings, and by showing mercy to them he will earn the blessing of their broken-hearted parents and the gratitude of the British and foreign community here.—Yours, etc.,
HONGKONG, JANUARY 10TH.

A COMPLAINT.

To the Editor of the 'CHINA MAIL'.

Sir,—In the Island of Hongkong, we have often the opportunity of seeing great personages, such as Princes, Dukes, Ministers, Viceroys, etc., etc., but I have never in all my life, come across any personage who looks upon himself as being so great and so mighty as the Chinese clerks in the various Government departments. They make themselves appear in such a manner that it seems as if the Governor of Hongkong were under their very command, and the sooner they are made to realize their position and behave accordingly the better it will be for them. What are they supposed to be, Lords and Dukes? Why, they are stationed there to perform the duties of the public, they are public servants, and it is the public they have to serve, and serve willingly and faithfully. Why then, in most departments, when the public (especially the Chinese) come to the various departments either to pay or receive money, to get information or to report a theft, do they not forthwith come forward and attend to them at once instead of putting on a magisterial look, staring at them and keeping them waiting for hours? Often times when I have occasion to go to the various departments I pity the enormous crowd of people who are standing by, and you can hear them keep on addressing these clerks as 'Equiro' and asking them to kindly attend to them. In reply they receive a stare accompanied by a sharp 'cut' and an angry reply of a few words which are calculated to be far from entertaining. Now, what is the meaning of 'Equiro'? It is a distinct title for a gentleman, and any person who retorts in the manner that these clerks do to the kind words of the members of the community who approach them on public business, addressing them as 'Equiro', is not worthy of the title. In my eyes they are most saucy, and most contemptible.—Yours etc.

A MEMBER OF THE CHINESE
COMMUNITY.

HONGKONG, JANUARY 10.

HOME JOTTINGS.

(From a Correspondent.)

London, December 2.

We have had a blizzard from Iceland which has now reached the Scandinavian coasts leaving this country under a coating of snow, blocking the roads, interrupting railway traffic and putting things in general order of gear. The thermometer has been down to 20° in Glasgow, 18° in Edinburgh and 12° at Wick, and the cold has been very severe. Stayaway, Fort William and the N.W. coast of Scotland generally.

The new Dominion cruiser *Canada* is now being commissioned at Halifax for a winter cruise in the West Indies, and one hundred men have been drafted to her from the Canadian Fishery Protection Fleet to undergo training by them for the instructors for the proposed Naval Militia. Two additional cruisers are to be acquired next year. Some day Hongkong will be building cruisers or destroyers for the British Fleet and the sooner you begin the better, either at Kowloon or in the Naval Yard. Admiral Fisher is at the Admiralty and Lord Charles Bessborough in command of the Mediterranean Fleet, comforting items for Britishers abroad and at home. Who knows how the outsiders love us.

Lord Curzon has started for India. Lord Kitchener has got the Army Scheme sanctioned and passed by the Secretary of State, and the Indian Government, and in future the Indian Army in peace will be trained and organized in India of Command similar to those in which it will take the field. There is now an Indian Defence Committee at Simla. Army Officers will understand and appreciate the magnitude of these measures of reform due to Lord Curzon and Kitchener, men the country will know how to honour.

The Russian people are waking up and news comes from St. Petersburg of intense excitement over the reform movement. A new journal, *Our Life*, has printed the most vigorous and outspoken article ever printed in Russia, and the Minister of the Interior declared that the same journal has been type-written and photographed, and distributed broad-cast over Russia. It is too long to quote. The burden of it is 'make peace.' 'Quicker! Quicker! let an end be made of this terrible butchery.' It is signed by a man who claims that he will ignore the manifestations of the *Zemstvo*, which is composed of private individuals without official status, who were not elected to advise the Government on political matters, but may suggest the formation of another body to represent the nation's wishes. The situation is tense.

In Scotland people are glad and the fiscal question is covered up for a time; the majority are manufacturers, and for a tax on their raw materials, like woolen, fear the advent of the Chinaman, before they can perform with South Africa which did not concern them.

BY WHARF AND WAVE.

The Captain of the *Mejoo* reports having seen a steamer's mast showing about 15 feet above the water off the Cape Good Hope. The wreck is probably that of the *Workfield*.

The Missing 'Legaspi'.

All manner of speculations are being indulged in in Manila with regard to the overdue *Legaspi*. The *Callers* seems to be raking up all sorts of stories, each day having a different theory. On the 7th it stated the steamer had quantities of munitions of war on board when she left Hongkong, and that she has probably either sailed to 'some mysterious port in Luzon,' or to Port Arthur.

In this connection the report of Captain Prideaux, who commanded the *Nanshan* in her search for the steamer, is printed.

The report is addressed to Admiral

Sir,—I have the honor to report that, in obedience to your orders of the twenty-third instant, I proceeded in search of the *s.s. Legaspi*.

Leaving Cavite at three o'clock in the afternoon of the twenty-third, I proceeded through the Boca Chica pass and set a course for the Scarborough Shoal. At 9.30 p.m., I sighted a steamer's lights and fired a rocket to attract her attention. She did not answer, and I altered course to close with her. By ten o'clock I made out a steamer of the same type as the *Legaspi* steering about S. S. W., I fired another rocket and sounded the whistle several times but she kept right on, and though I followed, it was some time before I came within hailing distance. Then I found she was not the *Legaspi*, but a British vessel called the *Amos* on passage from Amoy, destination did not catch on account of wind. Reported that she had seen nothing since leaving, but had experienced very dirty weather. It was blowing hard at the time and there was a considerable sea rendering communication difficult. As I was leaving her she hailed me and spent another half hour chasing me to hear what they had to say. It was to say that at seven o'clock they had observed a rocket fired to the S. W. of them. They had not investigated. I at once laid a course to pass about 15 miles to the S. W. of their 7 o'clock position, and arriving there, sent up several rockets but received no answer. At 2.45 a.m. I gave it up and proceeded again for the Scarborough Shoal.

Arrived off-shore at noon and cruised around Eastern, Southern and Western, edges at a distance of from a mile to one mile. Saw no wreckage. At different times I came within sight of all the N. Eastern coast, but did not run down it at a very heavy sea was running and any break-down of this order would have been fatal to the ship. The rocks at the shoal are so small that they would afford no hold or shelter for any shipwrecked person.

Having satisfied myself that no wreck, vessel, or boats were in the vicinity, I laid a course for Trunco Shoal and passed near the position of this bank half past eleven. Sent up three rockets at short intervals of time and proceeded towards Maclesfield Bank.

Arrived off the N. Eastern end of this bank at 8 a.m. on Christmas Day. Cruised down the Eastern and Southern part of the bank during the day, and shortly before dark came to anchor on Balfour Shoal in the S. Western part of the bank. Fired three rockets during the early part of the night.

Proceeding in the early morning to cruise along the Western part of the bank and after going along the northern part left the bank just as darkness set in. Soundings were taken at intervals during the time the ship was on the bank. At noon of this day, I made an attempt to find the drift of the ship by anchoring a life-buoy and allowing the ship to drift for half an hour. I failed to locate the buoy again but knew the ship must have drifted more than a mile to about S. S. W., because she drifted right off the bank the buoy was anchored on. Believing that the *Legaspi* would, if broken down, use a sea anchor, I estimated the drift at one knot per hour, and after leaving the bank, had courses that would intercept far between the bank and Palawan Island. Both day and night a lookout was had and was kept alert and during the night while on these courses a rocket was fired every two hours. Nothing however was seen of the *Legaspi* or of any other vessel, with the exception of the one on the first night out.

WEATHER REPORT.

The following notice is issued by the Hongkong Observatory:—
On the 10th at 11.55 a.m. The barometer has risen generally in China and fallen over the Eastern Sea and in S.W. Japan.
Gradients are increasing upon the S.E. coast of China and fresh N.E. monsoon wind is expected in the Formosa Channel. To the southward gradients are more moderate and moderate N.E. winds may be expected in the northern part of the China Sea.
Forecast:—Moderate N.E. winds, fine.

To-day's Advertisements

JAVA-CHINA-JAPAN L.I.N.
FROM JAVA PORTS & BANGSAR.
THE J.C.L.L. Steamship
TULAZAR.
Captain Koca, having arrived from the above ports, Consignees of cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.
Any Cargo impeding her discharge and/or Cargo left on board after 18th Inst. will be landed in the HONGKONG AND SWANSON WHARF & GORDON COMPANY'S wharves, and stored at Consignees' risk and expense.
Optional cargo will be landed, unless notice has been given prior to steamer's arrival.
No Fire Insurance has been effected.
The Steamer will be repatriated for Shanghai, Moji, Kobe and Yokohama on the 14th inst.
Head Office of the
JAVA-CHINA-JAPAN L.I.N.
Alexander Buildings.
Hongkong, January 10, 1905.

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To-day's Advertisements

THERE IS BUT ONE
SPEEDICUT
High Speed Tool Steel,
and that is
FIRTH'S SPEEDICUT

SOLE MAKERS,

Thos. Firth & Sons,
LIMITED,
Norfolk Works, Sheffield.

Hongkong, January 5, 1904. 20-8

THEATRE ROYAL,
CITY HALL,
HONGKONG AMATEUR DRAMATIC CLUB.

'JANE'

A FARCE IN 3 ACTS, BY
H. NICHOLLS AND W. LESTOCQ.
Will be Produced on
SATURDAY, 21st JANUARY, 1905.
MONDAY, 23rd
SATURDAY, 28th

BOOKING OFFICE at Robinson Piano Co.
Open on and after MONDAY, 16th January,
from 9 A.M. to 4.30 P.M. each day.

PRICES... \$3, \$5, \$8, \$1.
Sailors and Soldiers in Uniform, Half
Price to Pit stalls and Pit.

ARTHUR CHAPMAN,
Business Manager.

Hongkong, January 10, 1905. 75

NOTICE.

I have this day been appointed ASSISTANT GENERAL MANAGER of the NATIONAL AUDIT & GUARANTY COMPANY of SAN FRANCISCO with Authority to Sign their Certificates of Guaranty and new and old issue CERTIFICATES of GUARANTY to the Contract-holders of The American Commercial Company of Washington, D.C.

HARRY M. HOBBS.

Hongkong, January 6, 1905. 76

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

NOTICE IS HEREBY GIVEN that the SEVENTEENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on MONDAY, the 30th January, 1905, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors with Statement of Accounts for the year ending 31st December, 1904.

The REGISTER of SHARES of the Company will be CLOSED from SATURDAY, the 21st January to MONDAY, the 30th January (both days inclusive) during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, January 10, 1905. 78

THE WEST POINT BUILDING CO., LIMITED.

NOTICE IS HEREBY GIVEN that the NINETEENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on MONDAY, the 30th January, 1905, at 11.30 o'clock a.m., for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1904.

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By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, January 10, 1905. 79

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.
The Company's Steamship *Nanshan*, having arrived from the above Ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.
Cargo impeding the discharge or remaining on board after 4 P.M., the 18th inst., will be landed at Consignees' risk and expense later on at Balfour Wharf. No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATTHEW & CO., General Managers.

Hongkong, January 10, 1905. 74

THE WINE GROWERS SUPPLY CO.

Direct Importers of WINE, BEER and SPIRITS from well-known Growers, Breweries and Distillers.
PRICE LIST ON APPLICATION.
BARRETT & CO., Agents.
No. 23 & 24, BART STREET, QUEEN'S ROAD.

Hongkong, January 10, 1905. 77

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Direct Importers of WINE, BEER and SPIRITS from well-known Growers, Breweries and Distillers.
PRICE LIST ON APPLICATION.
BAR

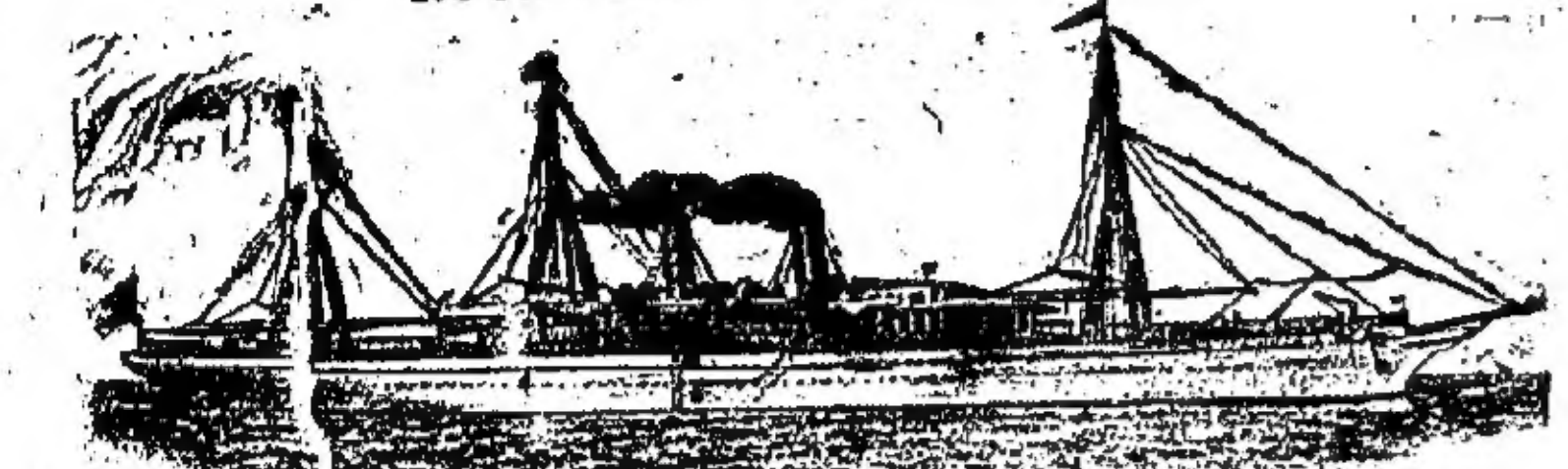
Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE named:-

SHIPS	TO SAIL ON	REMARKS
SHANGHAI	Palma (G. W. COOKMAN, R.N.R.)	About 12th January. Freight only.
MARSEILLE, LONDON & ANTWERP DIRECT, VIA SUEZ, PANAMA, COLON, PORT SAID AND MARSEILLE.	Palma (G. W. COOKMAN, R.N.R.)	About 18th January. Freight and Passage.
SHANGHAI	Simla (R. B. STEPHENS, R.N.R.)	About 14th January. Freight and Passage.
LONDON, &c.	Malta (R. A. PETERS, R.N.R.)	Noon, 14th January. See Special Advertisement.

For further Particulars, apply to E. A. HEWITT, Superintendent.
P. & O. S. N. Co.'s Office, Hongkong, January 4, 1905.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
Sailing 8 to 7 Days across the Pacific.
(Subject to Alteration.)

PROPOSED SAILINGS FROM HONGKONG	TO SAIL
R.M.S. EMPRESS OF CHINA	6000 Tons, Wednesday, Jan. 11.
R.M.S. TARTAR	4425 Tons, Wednesday, Jan. 25.
R.M.S. EMPRESS OF INDIA	6000 Tons, Wednesday, Feb. 8.
R.M.S. EMPRESS OF JAPAN	6000 Tons, Wednesday, Mar. 8.
R.M.S. ATHENIAN	3822 Tons, Wednesday, Mar. 15.

Hongkong to London, 1st Class, via St. Lawrence 280, via New York 282, and via Class Rail, £40, £42.

THE magnificent 'EMPEROR' STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VAN COUVER (B.C.), in 12 DAYS, and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
R.M.S. TARTAR AND ATHENIAN carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class. Passengers booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, Acting General Agent, PEDDER STREET, Hongkong, December 28, 1904.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON, MOBI, KORE & YOKOHAMA; FOR OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	Tons	Captain	To SAIL AT DAYLIGHT ON
NOMANTIA	4370	BREMER	Jan. 23, 1905.
ARABIA	4463	BAILE	Feb. 13, 1905.
ARAGONIA	5198	SCHULTZ	Mar. 6, 1905.
NICOMEDIA	4370	WAGNER	Mar. 31, 1905.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, January 10, 1905.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
ANPING, via SWATOW, AND AMOY.	DEUTIA, Capt. SOBALKIER,	TUESDAY, about January 12.
TAMSI, via SWATOW AND AMOY.	FRITHJOF, Capt. H. A. HARRIS,	SUNDAY, 15th Jan., at Daylight.
FOOCROW, via SWATOW AND AMOY.	TRUMPH, Capt. A. HANSEN,	WEDNESDAY, Jan. 18, at Daylight.
TAMSI, via SWATOW AND AMOY.	M. STRUPE, Capt. T. BRANDT,	SUNDAY, 22nd Jan., at Daylight.

ON account of the present state of political affairs, all the Company's new Steamers have been requisitioned for Transport Service, and the above named chartered Steamers have been secured instead for maintenance of the Company's Coastal Service. As soon as the state of Affairs permit the Company will resume running with its specially designed new Steamers.
For Freight, Passage and further information, apply at the Co.'s local Branch Office, at No. 8, Des Voeux Road Central.
T. ARIMA, Manager.
Hongkong, January 9, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
VIA
MOBI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
TREMONT	9805	T. W. Garlick	About Jan. 19.
LYRA	4417	G. V. Williams	About Feb. 9
FLADES	3753	F. G. Purington	About Mar. 4.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUIRINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw s.s. Shosens and Tremont have just been fitted, with very superior accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information, apply to
Dodwell & Co., Limited,
GENERAL AGENTS.
QUEEN'S BUILDINGS, Hongkong, January 9, 1905.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW AND LIVERPOOL	AXAX	11th January.
GLASGOW AND LIVERPOOL	TIDEUS	24th January.
GLASGOW AND LIVERPOOL	PARAKO	26th January.
GLASGOW AND LIVERPOOL	INDOMENEUS	28th January.
GLASGOW AND LIVERPOOL	PROKINETEUS	31st January.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP, HYOON	17th January.	1905.
* GENOA, MARSEILLES & LIVERPOOL, HECTOR	20th January.	
AMSTERDAM, LONDON & ANTWERP, PALAM	31st January.	
AMSTERDAM, LONDON & ANTWERP, CLAVUS	14th February.	
* GENOA, MARSEILLES & LIVERPOOL, AXAX	20th February.	
AMSTERDAM, LONDON & ANTWERP, INDOMENEUS	28th February.	

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS via TIDEUS, NAGASAKI, KOBE & YOKOHAMA	27th January.	

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI	KWANTAO	11th January.
CEBU AND ILOILO	KAIKONG	11th January.
SHANGHAI	SEACHUAN	12th January.
MANILA	TAMING	17th January.
YOKOHAMA AND KOBE	TAIWAN	18th January.
PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE	23rd January.	

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A fully qualified Surgeon is carried.
† Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.
‡ Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.
§ REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, January 10, 1905.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon and ships—Electric Light—Perfect Cuisine—Surgeon and Stewards on board—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captains	For	Sailing Date
RUBI	2540	R. W. Almond	Manila	Jan. 14, at 10 a.m.
ZAFIRO	2540	R. Rodger	"	Jan. 21, at 10 a.m.

For Freight or Passage, apply to Shewan, Tomes & Co., General Managers.

Hongkong, January 7, 1905.

SOUTH AFRICAN LINE OF
STEAMERS.

HONGKONG DIRECT (or via CHEFOO or CHIN-WAN-TAO) to DURBAN, NATAL.

THE following Chartered Steamers will run at Intervals of about 3 Weeks:-

S.S. SPANLEY	...	Captain J. P. Dawson.
S.S. COURTFIELD	...	J. W. MARTIN
S.S. ORANLEY	...	W. E. STELLA
S.S. IKRAL	...	M. ROBERTSON
S.S. ASCOT	...	O. E. COX
S.S. LOTHIAN	...	J. G. WILLIAMSON
S.S. INKUM	...	E. S. PEARSE
S.S. SIKH	...	J. ROWLEY
S.S. SOFALA	...	GEY SHEPHERD
S.S. INDRASHAMA	...	R. P. CLAYTON
S.S. INDRAZELLA	...	J. COLLINGS
S.S. SEALDA	...	Geo. Brown.

For Freight, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, December 29, 1904.

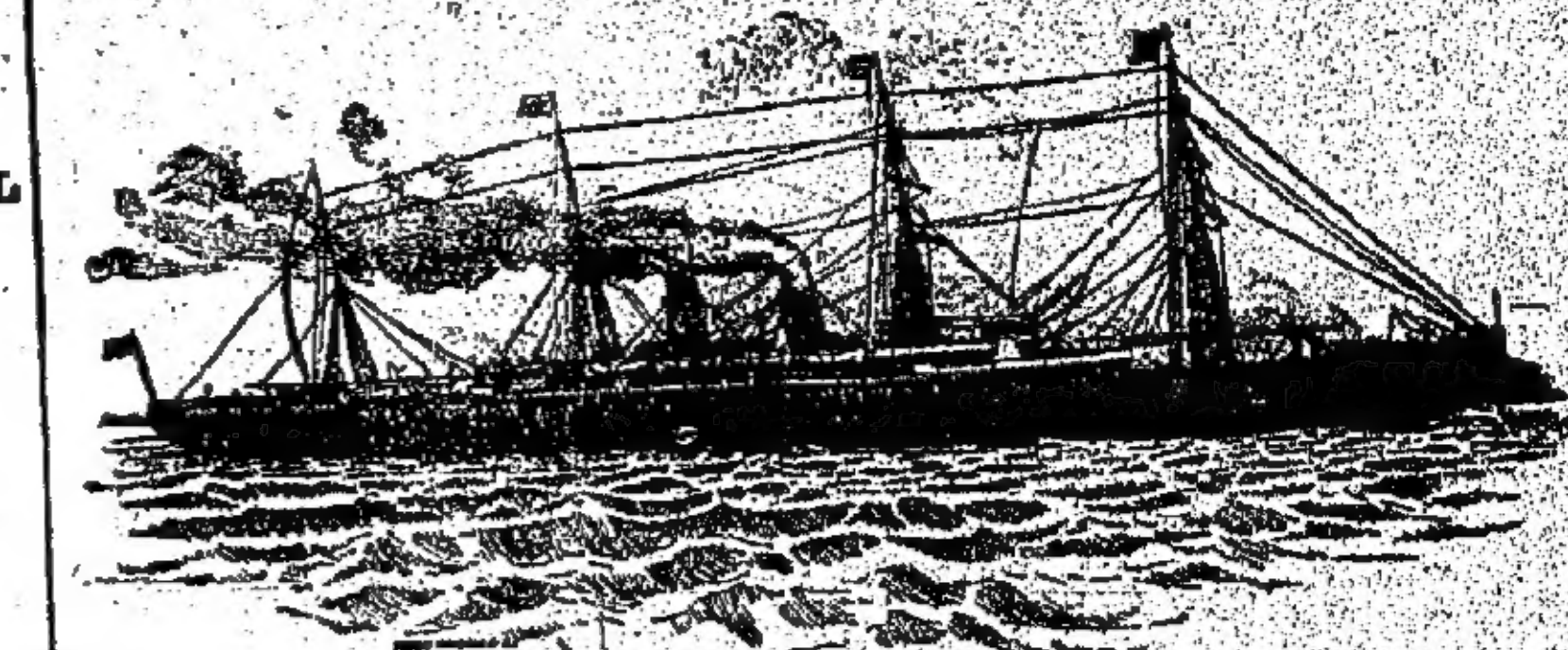
JAVA-CHINA-JAPAN LINE
REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TOIPANAS	JAPAN.	Second half January.	JAVA PORTS.	Second half January.
TJILATJAP	JAVA PORTS.	First half January.	JAPAN, via SHANGHAI.	First half January.
TJIMAH	JAVA PORTS.	Second half January.	JAPAN, via SHANGHAI.	First half February.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands, India on through bills of lading.
For particulars of Freight and Passage, apply to the HEAD AGENT.

Java-China-Japan Lijn,
ALEXANDRA BUILDINGS
TELEPHONE No. 376.
Hongkong, December 27, 1904.

Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND
ORIENTAL S.S. CO., TOYO KISEN KAISHA.
U.S. MAIL LINES.
VIA HONOLULU.
TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND SOUTH AMERICA,
AND EUROPE.

Only line taking the warm Southern Route across the Pacific, via HONOLULU, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG.

COPTIC	4,322 Gross Tons.	FRIDAY, 13th January, at Noon.
SIBERIA	11,284	TUESDAY, 24th January, at Noon.
MONGOLIA	13,639	FRIDAY, 3rd February, at Noon.
CHINA	5,680	FRIDAY, 17th February, at Noon.
MANCHURIA	13,639	TUESDAY, 28th February, at Noon.
DORIC	4,784	SATURDAY, 11th March, at Noon.
KOREA	11,276	FRIDAY, 24th March, 1905, at Noon.

Record Trip Yokohama to San Francisco made by s.s. KOREA, 11,276 tons, Oct. 18th-23rd, 1902; 10 days, 15 hours.

THE P. M. Steamship COPTIC will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on FRIDAY, the 13th January, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Oregon Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, January 6, 1905.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCROW.

THE Company's Steamship HAITAN, Captain ROGER, will be despatched for the above Ports on THURSDAY, the 12th inst., at 10 a.m.

For Freight or Passage, apply to DOUGLAS, LARPAIK & Co., General Managers.

Hongkong, January 7, 1905.

FOR SHANGHAI.

THE Steamship CANTON, Captain SZUNKE, will be despatched for the above Port on THURSDAY, the 12th January, at 4 p.m.

For Freight, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, January 9, 1905.

INDO-CHINA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship LOONGSANG, Captain G. S. WIGGILL, will be despatched for the above Port on FRIDAY, the 13th inst., at 4 p.m.

This Steamer has superior Accommodation for First-class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, January 9, 1905.

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.

THE Steamship CROYDON, will be despatched for the above Port on or about SATURDAY, the 14th inst.

For Freight, apply to ARNOLD, KARBURG & Co., Agents.

Hongkong, January 5, 1905.

'SHIRE' LINE STEAMSHIP CO.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship DENBIGHSHIRE, Captain W. A. EVANS, will be despatched for the above Ports on or about SATURDAY, 14th January.

This Steamer has Superior Accommodation for Passengers.

For Freight or Passage, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, January 5, 1905.

FOR NEW YORK.

With Liberty to call at the Malabar Coast.

THE Steamship GENEOA, will sail for New York from Hongkong on or about 25th January, 1905.

For Freight and further information, apply to STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department.

Hongkong, December 28, 1904.

NIPPON YUSEN KAISHA.

TRANS-PACIFIC SERVICE.

FOR VICTORIA B.C. AND SEATTLE, WASH., via SHANGHAI, MOBI, KOBE AND YOKOHAMA.

THE Co's Steamship IYO-MARU, Captain S. J. G. PARSONS, will be despatched for the above Port on FRIDAY, the 27th January, at 4 p.m.

For Freight or Passage, apply at the Company's Local Branch Office in Prince's Building, First Floor, Change Road.

A. S. MIHARA, Manager.

Hongkong, January 4, 1905.

Shipping.

FOR SINGAPORE, PENANG AND CANTON.

THE Steamship CATHARINE APOAR, Captain A. S. SASSOON, will be despatched for the above Ports on WEDNESDAY, the 11th inst., at 3 p.m.
For Freight or Passage, apply to D. SASSOON & Co., Ltd., Agents.
Hongkong, January 6, 1905.

AUSTRIAN NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE Direct, Calling at SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUEZ AND PORT SAID.

(Taking cargo at through rates to the Suez Canal, to SUEZ, ADEN, RAS SHADR, SUEZ, ADEN, VENICE AND ALBANIA PORTS.)

THE Company's Steamship CHINA, Captain TOMASOVICH, will be despatched for the above Ports on FRIDAY, the 28th inst., p.m.

For information as to Passage & Freight, apply to SANDER, WHEELER & Co., Agents, Prince's Building, Hongkong, January 4, 1905.

NOTICES TO CONSIGNEES.

'MOGUL' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMER ORO.

FROM MIDDLESBROUGH, GLASGOW AND LIVERPOOL.

CONSIGNEES of Cargo are hereby informed that all Goods are landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 20th inst., or they will not be recognized.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, January 9, 1905.

'BEN' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP BENLARG.

FROM ANTWERP, LONDON AND STRAITTS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 15th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 22nd inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, January 9, 1905.

INDRA LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK, &c.

THE Company's Steamship Indrakuma, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong & Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where such consignments will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 14th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival, where after which no claims will be recognized.

Optional goods will be landed here unless instructions are given to the contrary before Noon, To-day.

JARDINE, MATHESON & Co., Agents.

Hongkong, January 8, 1905.

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP TREMONT.

FROM TACOMA, SEATTLE, VICTORIA, YOKOHAMA, KOBE, MOBI AND SHANGHAI.

THE

Intimations.

MIYAKO HOTEL,
KYOTO, JAPAN.

A NEW AND STRICTLY FIRST-CLASS HOTEL.

DELIGHTFULLY SITUATED: Decorated and Appointed with Latest Approvements.
Home-like and Comfortable. Clean and Quiet.

BEAUTIFUL VIEWS, AND WALKS.

EXCELLENT CUISINE AND EFFICIENT ATTENDANCE.
MODERATE TARIFF.

TELEPHONE: Nos. 421 and 336.

December 5, 1904.

2181

OSAKA HOTEL,
NAKANOSHIMA PARK,
OSAKA, JAPAN.

(TELEPHONE: No. 713, HIGASHI).

THIS HOTEL, which faces the River on Three Sides, is the only one in OSAKA
Catering for Foreigners.

ALL UP-TO-DATE COMFORTS AND EXCELLENT CUISINE.

R. EARI, Manager.

December 5, 1904.

2182

LAXATIVE.

THE NEW IDEAL PURGATIVE.
FOR ALL LIVER, KIDNEY
AND HEMORRHOID
TROUBLES.RECOMMENDED BY THE WORLDS' FINEST
PHYSICIANS.LAXATIVE is the mildest aperient known. It is pleasant in taste, not drastic but
certain in action and even in large doses is harmless. Laxative being non-irrit-
able will be found a great boon to ladies especially, and in cases where the kidneys are
irritable or diseased. Laxative is strongly recommended by the Continental Authorities
and is being largely used in the London hospitals. Messrs A. S. WATSON & Co. Ltd.,
have been appointed the Hongkong Agents for this preparation.
Hongkong, December 5, 1904.

Notices to Consignees.

BRITISH-INDIA STEAM NAVI-
GATION COMPANY, LIMITED.
FROM RANGOON AND STRAITS.THE Co.'s Steamship "Burns," having
arrived from the above Ports, Con-
signees of Cargo are hereby informed
that their Goods will be delivered from
alongside.Cargo impeding discharge or remain-
ing on board after 12 o'clock Noon, the
8th inst., will be landed at Consignees' risk
and expense into Godowns at EAST PORT.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

Hongkong, January 7, 1905.

PACIFIC MAIL STEAMSHIP
COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship
ALGOA.
The above Steamship having arrived,
Consignees of Cargo are hereby requested
to send in their Bills of Lading for counter-
signature, and to take immediate delivery
of their Goods from alongside.
Cargo impeding discharge and undeliv-
ered by SATURDAY, the 7th inst., at
Noon, will be landed at Consignees' risk
and expense.
No Fire Insurance will be effected.E. W. TILDEN,
Agent.

Hongkong, January 4, 1905.

Intimations.

NOTICE TO SHIPPERS.

THE NIPPON Yusen KAISHA are
prepared, during suspension of their
Trans-Pacific Service, and until further
notice, to Book Cargo and issue Bills of
Lading to SHANTUNG, WASH. VICTO-
RIA, B.C., and PACIFIC COAST
PORTS; and to OVERLAND ROUTES
IN THE UNITED STATES AND CANADA
IN CONNECTION WITH THE GREAT NORTH-
ERN RAILWAY from SEATTLE as
hitherto, by the Steamers of the NORTH-
ERN PACIFIC S.S. COY., BOSTON
STEAMSHIP and TOWNSHIP COY.,
OCEAN S.S. COY., and CHINA MUTUAL
S.S. COY.For further Particulars, apply at the
Company's Local Branch Office in Prince's
Buildings, First Floor, Chater Road.A. S. MIHARA,
Manager.

Hongkong, May 20, 1904.

SING ON & CO.,

Nos. 25 & 27, HING LOON STREET.
IRON, STEEL, METAL AND HARD-
WARE MERCHANTS.
Retail and Wholesale Ironmongers, Pig Iron
and Foundry Coke Importers, and General
Storekeepers. "PRINCE MONTE"!
Hongkong, December 14, 1904.

2249

BOO CHEONG,

STATIONER & PAPER MERCHANT.
No. 20, PORTMAN STREET.
Always on hand a large stock of
Stationery, Paper for Office Use and
Writing-paper, Copying, Presses, Pen-
cils of the Best Make, and Automatic Cylinders
and Billiard Duplicators.
Hongkong, November 10, 1904.

2023

Not Responsible for Debts.

NEITHER the Captain, the Agents, nor
Owner can be responsible for any
Debts contracted by the Officer or Crew
of the "Anara" during their stay in
Hongkong Harbour.
"ANARA" English Steamship Captain W.L.
HARRISON—Resident On Call.

BY TELEGRAPH.

THE RUSSO-JAPANESE WAR.

The Good News in Tokio.

Tokio, January 4.
It is considered here that nothing could
be more misleading than the idea that the
fall of Port Arthur means the virtual end
of the war.The highest authorities here believe that
the Russian resistance will be more des-
perate than ever.The foreign residents here commend the
nobleness with which the Japanese received
the news of the capture of Port Arthur.
There has been a display of bunting, and
there have been Banzai celebrations, but
no maddening, and no exulting over the foe.
Many foreigners have felt surprise at the
generous sentiments expressed towards
General Stessel and the other defenders.THE FULL TERMS OF THE
CAPITULATION.We have to thank the Consul-General
for Japan for the following official tele-
gram:—

Tokio, January 3.

The full text of the Capitulation Agree-
ment, which was signed at 9.45 p.m. on
the 2nd of January, is as follows:—Article 1.—Russian military and naval
men, volunteers, and officials in the Rus-
sian fortress in Port Arthur and in Port
Arthur harbour are all made prisoners of
war.Article 2.—All the fortresses, redoubts,
warships, steamers, and small craft, arms,
ammunition, horses, and all the other mili-
tary materials, buildings, and government
property in Port Arthur are to be surren-
dered to the Japanese army in their status
in quo.Article 3.—In guarantee of the foregoing
two stipulations, by noon of the 3rd Janu-
ary the forts on Itoshima, Siao Antze-shan,
Ta Antze-shan, and the fortress and red-
oubts on the heights south-east of those
forts are to be evacuated and handed over
to the Japanese Army.Article 4.—If it should be considered
that the Russian army or navy destroyed
the objects mentioned in Article 2, which
existed at the time of signature of this
agreement or in any manner changed their
condition from the status in quo, the agree-
ment shall be cancelled and the Japanese
Army shall take free action.Article 5.—Russian military and naval
officers shall hand over the plan of distribu-
tion of the fortresses in Port Arthur, the
plan of the underground and submarine
mines, and other dangerous defensive
work, a list of the organization of the army
and navy in Port Arthur, a list of titles
and ranks of military and naval officers, a
list of official titles of civil officials, a list
of the army, warships, and torpedo-craft,
and lists of their crews, which are to be
prepared by them.Article 6.—The arms, ammunition, mili-
tary materials, buildings, Government prop-
erty, houses, torpedo-craft and appurtenan-
ces thereto shall all be left in the present
position in good order. The method of
handing them over shall be decided by the
delegates from the Japanese and Russian
army.Article 7.—As the Japanese army re-
spects the defence by the Russian army as
an honourable deed, the Russian military
and naval officers and civil officials attached
shall be allowed to bear side arms and keep
their private property of immediate neces-
sity to daily life. Of the said officers, offi-
cials, and volunteers, those who will take
parole in writing to the effect that they will
not take up arms or put themselves to
action of any character whatever opposed
to the interest of the army and navy of
Japan till the end of the war, shall be
allowed to return home. Each of the
military and naval officers shall be allowed
to take with him one soldier or sailor at-
tached to him and the said soldier or sailor
will also be released upon special parole
having been taken.Article 8.—The unarmed non-commis-
sioned officers and men and petty officers
and sailors, as well as volunteers shall
proceed in uniform to a rendezvous, which
will be appointed by the Japanese army,
with tents and private property of actual
use under the direction of their own
respective commanding officers. The
details shall be directed by the special com-
mittee of the Japanese army.Article 9.—The members of the
medical staff and commissary staff of the
Russian army and navy in Port Arthur
shall continue, under the direction of the
Japanese medical and commissary staff, in
their posts to look after their sick and
wounded, until such time as deemed neces-
sary by the Japanese army.Article 10.—The disposal of the non-
combatant part of the population, the de-
tails regarding the transfer of civil and
financial administrations, with the books
and papers thereto and also the stipulations
in detail regarding the execution of these
agreements shall be stipulated upon in the
annex to these agreements, and such annex
shall have the same effect with these agree-
ments.Article 11.—One copy of the text of
these agreements shall be made by the
Japanese and Russian armies respectively
and the stipulations herein shall have force
immediately upon and from the time of
signature of these agreements.THE FLYING FRENCHMAN
EXPRESS.PARIS, November 10.—The British rail-
ways have a "Flying Scotchman" and a
"Flying Irishman" (or is it a Wild Irish-
man?) and now there's a Flying French-
man, which beats them both.At nine o'clock in the morning the Flying
Frenchman starts from the Gare de Lyon
Paris, on his trip to Nice, seven hundred
and ten miles or so distant, meaning to do
the distance in thirteen hours and fifty
minutes. Travellers by this train, after a
comfortable breakfast, will reach Nice in
time for an extra-fashinably late din-
ner or too early supper! They have the
privilege of flying past some of the
loveliest scenes of France without seeing
them—even if they dared to look at
them. Such is the glory of mechanical
science. The Flying Frenchman beats all
previous European "rebords." That's the
point. Over some portions of the track the
Flying Frenchman will "do" his seventy-
eight miles an hour. "We are restricted
to that maximum limit," says the traffic
manager. The average speed over the
entire distance exceeds fifty miles. It is
hoped that the Flying Frenchman may
attract new customers from John Bull's
foggy, chilly island.Until the end of December the Flying
Frenchman will start from the Gare de
Lyon every day except Sundays. After
that, for four months every day, Sundays
included. There will be short stoppages
for change of engines at I arche, Dijon,
Lyons, Avignon, and Marseilles.

I. NAKAZAWA.

No. 7, D'AGUIAR STREET.
JAPANESE CURIO STORE.
JUST Arrived a New Shipment of Artistic
FANCY GOODS AND NEW YEAR'S
CARDS and a Varied Assortment of XMAS
PRESENTS. An Inspection is Earnestly
Solicited. PRICES VERY MODERATE.
Hongkong, October 22, 1904.

QUONG HING LUNG,

FIRST-CLASS
Tailor and Outfitter.

30 YEARS' EXPERIENCE IN U.S.A.

UP-TO-DATE CUTTER.
PERFECT FIT GUARANTEED.
FANCY GOODS DEALER.
PRICES VERY LOW.
No. 96, Queen's Road Central,
Hongkong.

Hongkong, September 14, 1904.

1685

WING SUN & CO.,

No. 54, QUEEN'S ROAD CENTRAL
(Premises formerly occupied by Messrs
"J. J. GAY & CO.).High-class Tailors & Outfitters,
Shirt and Breeches Makers.
NOW SHOWING:—
NEW LOT OF TWEED SUITINGS,
TROUSERINGS and FANCY
VESTINGS.Also unpacked of English make,
Brown Leather Cabin Trunks, Overland
Trunks and Steel Trunks; Dressing Cases,
Dress Cases and Fitted Gladstone Bags.
TELEPHONE No. 467.INSPECTION INVITED.
Hongkong, November 24, 1904.

1429

STEAM TO CANTON.

THE new Twin Screw Steam
"KWONG HOOW."
1,309 tons. Captain J. W. WALKER.
Leaves HONGKONG for CANTON at 9
Every Evening (Saturday excepted).
Leave CANTON for HONGKONG about
5.30 o'clock Every Evening (Sunday
excepted).
These fine new Steamers have unex-
celled accommodation for First Class
Passengers and are lit throughout by
Electricity.Passage Fare—Single Journey—\$4.00
Meal—\$1.00 each.
The Company's Wharf is a short distance
West of the Harbour Master's Office.
SHIU ON S.S. CO., LTD.,
AND
YUEN ON S.S. CO., LTD.,
No. 8, QUEEN'S ROAD WEST.
Hongkong, November 3, 1904.

31

HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED

TIME TABLE.

WEEK DAILY.

7.00 a.m. to 7.30 a.m. Every 30 minutes.

7.30 a.m. to 8.00 a.m. Every 15 minutes.

8.00 a.m. to 8.30 a.m. Every 15 minutes.

8.30 a.m. to 9.00 a.m. Every 15 minutes.

9.00 a.m. to 9.30 a.m. Every 15 minutes.

9.30 a.m. to 10.00 a.m. Every 15 minutes.

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6.30 p.m. to 7.00 p.m. Every 15 minutes

VISITORS AT HOTELS.

Vessels Advertised as Loading

Exclusive of late Arrivals and Departures reported to-day.

№ 11. Н. Н. Ко

the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, commencing from the Hongkong shore are marked A., near the Kowloon shore K., and those in the body of the Shipping Office are marked L. In connection with the figures denoting the sections.

	Persons.	Agents.	Date of Leaving.
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ings to East Point,
land to North Point,
pe.

re & Co. & Co.	K'loon Do
	Australian Ports	Jan. 11.
& Co.		
Co., Ltd.	Hollow & Haiphong	Jan. 11.
on & Co.	S'pore & Calcutta	Jan. 11.
	S'watoe & Shanghai	Jan. 11.
	S'hai & San K'ang	Jan. 13.

son & Co.	Vancouver (B.C.)	Jan. 11.
son & Co.	Swatow & Foochow	Jan. 12.
son & Co.	K'loon D
son & Co.	K'loon D
son & Co.	S'pore and Borneo	Jan. 13.
son & Co.	Cebu & Iloilo	Jan. 11.
son & Co.	Jan. 12.
son & Co.	Jan. 12.

wire		
son & Co.		
Ld.		
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& Co.		
wire		
	Bangkok	Jan. 11.
son & Co.	Amoy & Rangoon	Jan. 11.
s & Co.	Manila	Jan. 14.
s & Co.		Costan

Swire		Cos'tan
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the ec. 9th bo day,	China Coast Meteorological Register. 9th January, at 4 P.M.					Wind
Yo- 8ch	Station.		Bar.	ature.	idity.	ction.

Station.	Hours.	Barometer.	Temperature.	Humidity.	Direction.
Vladivostok.	3 p.				
Nemuro.	"	29.86			N
Hakodate.	"	30.01			W
Tokio.	"	30.06			S
Kochi.	"	30.03			W
Nagasaki.	"	30.07			SE
Kagoshima.	"	30.07			N
Oshima.	"	30.08			N
Naha.	"	30.09			SW
Tsushima.	"	30.01			SE
	"	30.97			

	Uchima.....	30.68	—	—
	Naha.....	30.06	—	SW
	Ishijima.....	32.01	—	SE
1115	Tahoku.....	1 p. 32.91	—	—
1115	Taichu.....	32.93	—	—
1115	Taiton.....	32.93	—	NW
1115	Takao.....	32.96	—	NH
1115	Pasadenar.....	32.98	—	N
	Weihaiwei.....	3 p. 32.98	—	—
	Cantail.....	30.12	47	85 NE
246	Sharp Pl.....	30.0	80	82 E
2494	Amoy.....	30.93	65	73 S
	Swatow.....	29.08	63	79 NE
200	Canton.....	29.98	74	69 SW E
	Hongkong.....	4 p. 29.99	65	73 E
472	Vict. Peak.....	—	—	NE
484	Gap Rock.....	29.98	—	SE

473	Homokong	4 p.	29.99	55	73	
481	Vict. Peak	"	"	"	"	SE
	Gap Rook	"	29.98	"	"	NE
1451	Manag	"	29.99	67	"	SE
1452	Ha pheng	"	"	"	"	SE
1453	Manila	"	29.58	64	62	NE
1454	Baroot	3 p.	"	"	"	NE
1455	Ilolo	"	29.83	85	"	NE
	Cebu	"	29.87	88	"	NE
pm	C. S. James	4 p.	"	"	"	"
	Malacca	"	"	"	"	"
	10th January, at 10 a.m.					
951	Vi ostook	7 a.	"	"	10	"
	Nemuro	6 a.	30.00	"	"	"
718	Hakodate	"	30.00	"	"	NW
722	Tokio	"	30.06	"	"	NW

718	Nemuro	6a.	30.00				
722	Hakodate		30.00			NW	
	Tokio		30.00			NW	
094	Kochi		28.99			E	
864	Nagasaki		30.07				
\$10.15	Kagoshima		30.07				
88d.	Oshima		28.98				
	Naha		28.97				
	Ishijima		28.93				
	Taiyoku	6a.	30.06			W	
	Taiheic		30.06				
	Tsushima		30.00			N	
	Tsushima		28.97				
	Koshu		30.06				
	Yokohama		30.06			NE	
	Wakatsuki	6a.	30.00				
	Gunaid		30.38	44	84	N	
	Sunam Pt.		30.17	58	88	NE	

FD.		FD.		FD.		FD.	
Castalides	9a.	30.08	44	84	K		
Wickham	9a.	30.17	58	88	NR		
Castalides	9a.	30.01	58	88	SE		
Sharp Pk.	9a.						
Amoy	9a.						
Swatow	9a.						
Canton	9a.						
Hongkong	10a.	30.11	69	60			
Vict. Peak	9a.				NR		
Gap Rock	9a.	30.11			SE		
Macao	9a.	30.10	65		NR		
Haiphong	9a.						
Manila	9a.						
Bacool	9a.						
Iloilo	9a.						
Cebu	9a.						
C. S. James	10a.						

H.H.
S.S.
Hollo
Cebu
G. S. James 10 A
Malaio
J. I. PLUMMER, Chief Asst. Hongkong Observatory, Jan. 10 Temperature. HONGKONG, January 10, 1901 BAROMETER - 9 A.M. Do. 1 P.M. Do. 4 P.M. THERMOMETER - 9 A.M. Do. 1 P.M. Do. 4 P.M.

2	Do.	5 P.M.	...	23
b	Thermometer	9 A.M.	...	60
	Do.	1 P.M.	...	70
	Do.	6 P.M.	...	81
	(Wet bulb)	9 A.M.	...	81
68	Do.	1 P.M.	...	83
...	Do.	4 P.M.	...	83
out.	Do.	Maximum	...	79
1905.	Do.	Minimum over night	...	64

SHARE LIST.—QUOTATIONS.
January 10, 1905.

Stocks.	No. of Shares.	Value.	Paid up.	Closing Quotation
				(Cash.)
BANKS.				
Hongkong and Shanghai Banking Corp.	20,000	£ 105	all	£110, sellers
National Bank of China, Limited	19,270	£ 2	2	£38, buyers
	26,000	£ 2	2	£38, sales
Do. Foundry shares	750	£ 1	1	£10
MARINE INSURANCE.				
Canton Insurance Co., Ltd.	10,000	£ 260	50	£210
China Traders' Insurance Co., Ltd.	24,000	£ 89.38	25	£90, buyers
North-China Insurance Co., Ltd.	10,000	£ 16	10	£16, sellers
Union Insurance Society, Ltd.	10,000	£ 250	100	£90, buyers
Yangtze Insurance Association, Ltd.	8,000	£ 100	50	£160
FIRE INSURANCE.				
China Fire Insurance Co., Ltd.	70,000	£ 100	20	£91, buyers
Hongkong Fire Insurance Co., Ltd.	8,000	£ 260	50	£340, buyers
ROCKS, ETC.				
	20,000	£ 50	all	£230, sellers

H'kong & Whampoa Dock Co. Ltd.	\$8,000	\$ 25	\$ 25	\$41, sellers
Gee Fook & Co., Limited	9,000	6	6	\$27, buyers
New Anson Dock Co. Ltd.	8,000	63	63	\$27, sellers
S. C. Phipps, Boyd & Co. Ed.	55,700	Tls. 100	Tls. 100	Tls. 154, or div.
STEAMBOATS, ETC.				
China and Manila S. S. Co. Ltd.	30,000	5	50	\$23, sellers
Donghai Steamship Co., Limited	90,000	A	50	\$83, sales
F. K. G. and W. Star Coast Co., Li	90,000	5	15	\$27, seller
Indo-China S. N. Company, Limited	90,000	2	10	\$19, buyers
Star Ferry Company, Ltd.	70,000	L	10	\$38, sellers
Shel Transport & Trading Co. Ltd.	10,000	L	5	\$9, sellers
Tak Tin and Mui Wo Ferry Co.	8,000	7	2	\$15, ex-div.
Shanghai Light & Power Co. Ltd.	500,000	Tls. 50	Tls. 50	Tls. 50, sellers
Goa Preference	100,000	Tls. 50	Tls. 50	Tls. 48, sellers
REFINERIES				
China Sugar Company, Limited	80,000	A	100	\$1 \$225, sellers
Luxon Sugar Company, Limited	7,000	A	100	\$1 \$10, buyers
Singapore Sugar Refining Co.	7,000	Tls. 50	T	\$60 Tls. 60, sellers

Peak Sugar Cattle Co., Ltd.									
WHEAT.									
H.B. & Gov. Ward & Godwin Co.	30,000	\$	50	all	\$104.45, old ex				
	14,000				\$102.15, new				
Shanghai and Hongkong Wheat Co.	20,100	Tls.	400	Tls.100	Tls. 127, sales				
LAND AND BUILDING.									
Hongkong Land Investment and	50,000	\$	100	100	\$140, sellers				
Agency Company, Ltd.									
Banque Land Investment Co., Ltd.	52,000	Tls.	50	Tls.50	Tls. 117				
Kowloon Land and Building Com-	6,000	\$	50	30	\$350				
pany	8,774	Tls.	28	Tls.25	Tls. 12, buyers				
We. Hei-wai Land & Building Co., Ltd.	100,000	Tls.	10	all	\$122, sellers				
Humphreys, Earle & Finscoe Co.	60,000	\$	10	10	\$12, sellers				
West Point Building Co., Limited.	12,500	\$	50	50	\$30, sellers				
TRAMWAYS.									
H.K. High-Level Tramways Co., Ltd.	1,250	\$	100	all	\$265				
MINING.									
Societe Francaise des Charbon-	16,000	Fcs.	250	all	\$490				

Bank Amm. Gold Mining Co., Ltd.....	200,000	\$	1	18/10	\$135, sellers
HOTELS, ETC.					
Hongkong Hotel Company, Ltd.....	15,000	\$	50	all	\$143, sellers
Astor House Hotel Ltd., (London).....	2,000	T. 1/25	7/10	50	Ts. 1483, sellers
Astor House Hotel Co., Ltd. (Hankow).....	30,000	\$	25	5	\$83, sellers
MISCELLANEOUS.					
A. S. Watson & Co., Limited.....	60,000	\$	10	10	\$113, sellers
do.....	30,000	\$			\$121, buyers
Watkins Limited.....	10,000	\$	10	10	\$91, sellers
MISCELLANEOUS.					
H.K. and China Gas Co., Limited.....	5,000	C	10	all	\$160, buyers
Electric Gas Company, Ltd.....	2,000	Ts. 50	7/10	50	Ts. 106, buyers
Hongkong Electric Co., Limited.....	30,000	\$	10	10	\$115, buyers & 50, buyers
New Electric (new issue).....	30,000	\$	10	5	50, buyers
BRICK AND CEMENT.					
Green Island Cement Co., Ltd.....	60,000	\$	10	10	\$224, sellers
MISCELLANEOUS.					
Bills Amboise Eastern Agency.....	8,804	C	12/10	12/10	50%

	United Asbestos Oriental Agency, Limited	7,600	\$ 10	10	1850
6	Hk. Steam Water-heat Co., Ltd.	7,600	\$ 10	10	1850
6	Hongkong Dairy Farm Co., Ltd.	25,000	\$ 71	6	\$12, sellers
6	Hongkong Ice Company, Limited	5,000	\$ 25	4	\$250, sellers
4	Szechuan Worksports Co., Ltd.	7,300	\$ 2	29	\$15, buyers
6	Hong Kong Rope Manufacturing Co., Ltd.	10,000	\$ 4	10	\$14, buyers
1	Hongkong Cotton Spinning and Weaving Co., Ltd.	20,000	Tls. 50	Tls. 35	buyers
1	International Cotton Manufacturing Co., Ltd.	10,000	Tls. 72	Tls. 25	
1	Lyon-Kung-Low Cotton Spinning and Weaving Co., Ltd.	5,000	Tls. 100	Tls. 50	
2	New China Cotton Spinning Co., Ltd.	3,000	Tls. 90	Tls. 00	Tls. 150, sellers
2	China Provident Loan Mortgage Co. Ltd.	50,000	\$ 10	10	\$98, sellers
1	Ohlin Brosce Company, Ltd.	20,000	\$ 13	12	\$124, buyers
1			10	24	\$44, buyers

Campbell, Moore & Co., Limited	19,000	10	10	125	sales & b
Wm. Powell, Ltd.	1,400	25	50	400	
Shanghai and Hongkong Dyeing and Cleaning Co., Ltd.	6,000	25	25	322	buyers
South China Morning Post	67,500	10	10	824	sellars
Philippine Co., Ltd.	500	500	5 X	1100	buyers
Albion Limited					

OTHER COMPANIES.

MAKERS	Amount	Value	Amount	Value
Chinese Imperial 1896	Tls. 767,200	Tls. 250 7 1/2	per annum	Per.

VERNON and SMYTH, Chas. Brock

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